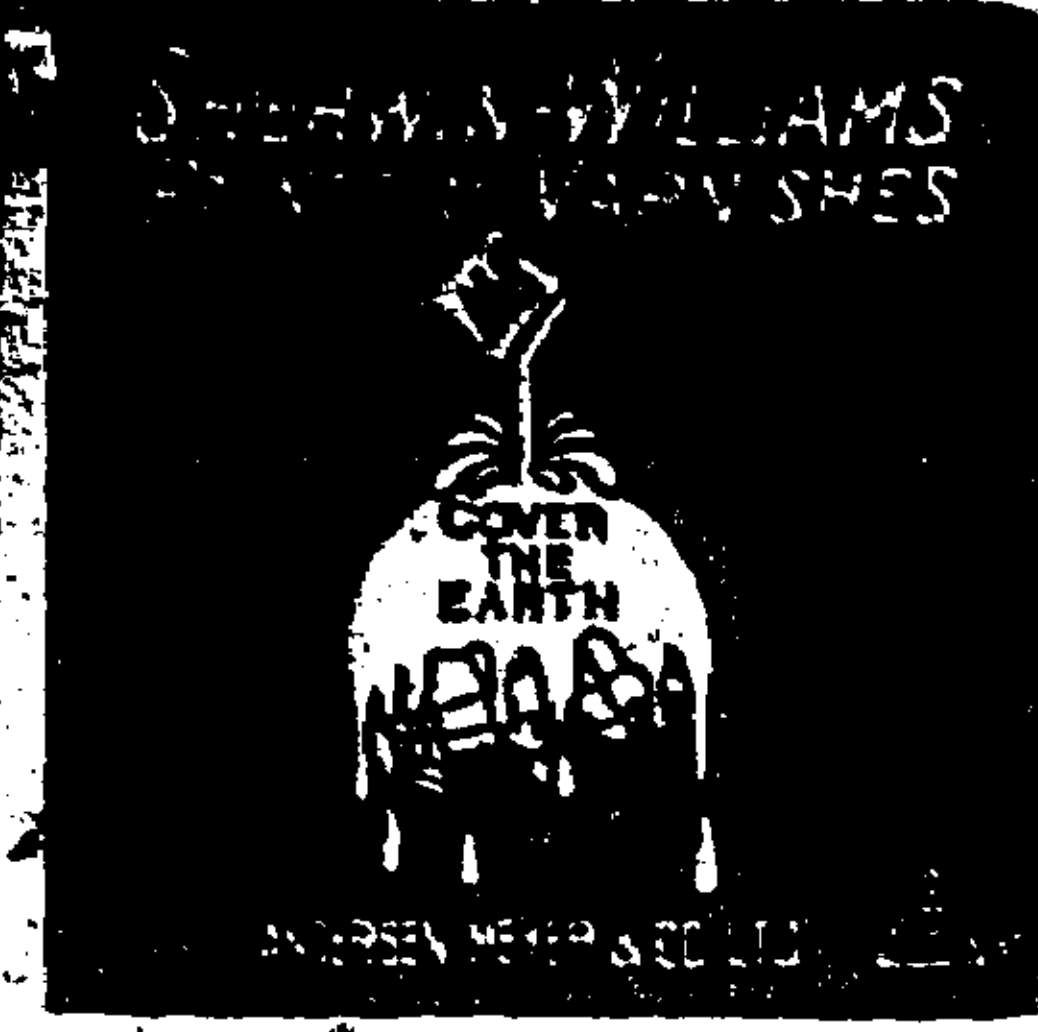


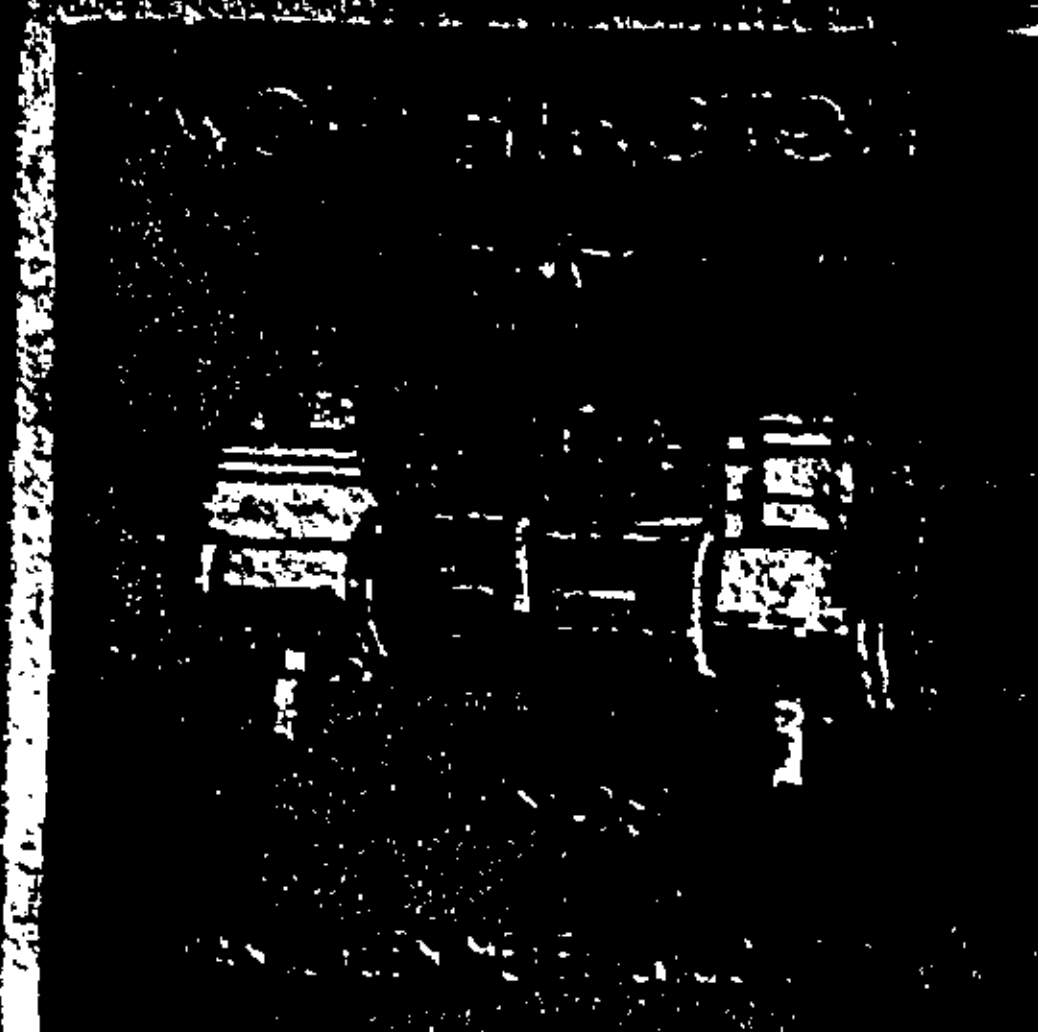


The Hongkong Telegraph.

(ESTABLISHED 1881)

69176 五拜禮 號六十月七英港香 FRIDAY, JULY 16, 1920.

日壹初月六 SINGLE COPY: 10 CTS. \$36 PER ANNUM.



REUTER'S TELEGRAMS.

REUTER'S TELEGRAMS.

THE ANGLO-JAPANESE ALLIANCE.

A FRANK DECLARATION.

BOTH GOVERNMENTS DESIRE TO CONFORM TO LEAGUE COVENANT.

London, July 14.
The League of Nations has published a communication from the Governments of Britain and Japan, dated Spa July 7, and signed by Viscount Curzon and Lord Curzon, stating that the Governments of Britain and Japan concluded that the Anglo-Japanese Agreement of July 13, 1911, though harmonising with the spirit of the Covenant of the League of Nations, is not entirely consistent with the letter of that Covenant, which both Governments earnestly desire to respect. They accordingly jointly inform the League that they recognise the principle that if the said Agreement is to be continued after July 1921, it must be in a form which is not inconsistent with that Covenant.

THE TROOPS IN IRELAND.

London, July 13.
A special Trade Union Congress held at the Central Hall, Westminster, overwhelmingly rejected a motion by the Miners' Federation in favour of an immediate ballot on the question of a general strike in the event of the Government refusing to withdraw troops from Ireland.

OTHER RESOLUTIONS.

At the Trade Union Congress, the National Union of Railwaymen moved a resolution declaring that the state of Ireland is due to the non-recognition of the Irish claim and also the failure of the British Government to deal with those who defied law and order, supported open rebellion, and whose example was followed by others; and calling for a truce of all parties, the Government forthwith opening an Irish Parliament with full Dominion powers in Irish affairs and adequate protection of minorities.

Mr. J. H. Thomas, presiding, stated that as a result of the railwaymen's policy in Ireland, 700 workers had been suspended or dismissed.

A Post Office Union amendment demanding the withdrawal of the Army of Occupation and the immediate application of the principle of self-determination was negatived by 3,515,000 votes to 1,916,000.

OTHER VOTES.

The railwaymen's resolution was adopted by 1,953,000 to 1,759,000 votes.

A resolution by the Miners' Federation demanding the withdrawal of the British troops from Ireland and the cessation of the provision of munitions against Ireland and Russia—otherwise, a ballot on a general "down tools" policy—was adopted by 2,760,000 to 1,636,000 votes. The motion overwhelmingly rejected was an addendum by the Locomotive Engineers' Society.

MEETINGS TO SAFEGUARD LAW AND ORDER.

London, July 14.
With regard to the Trade Union Congress resolution of July 13, in favour of a general strike to compel the withdrawal of troops from Ireland, the Irish Office has issued a statement emphasising that the sole purpose of the troops in Ireland is to assist civil power to maintain law and order and to defend Ireland; they are in no wise an Army of Occupation. Military Law has not been proclaimed but the mere presence of troops is found to act as a check on the campaign of outrage. It is abundantly proved that responsible Irish opinion welcomes the intervention of armed forces and it is impossible to withdraw the troops and leave the law-abiding majority and peaceful agents of the civil Government at the mercy of the force of disorder.

NATIONAL WAR MEMORIAL.

FOR HYDE PARK CORNER.

London, July 13.
Sir Frank Barnard is designing a National War Memorial for Hyde Park Corner, consisting of a gigantic Pylon, with two flanking Temples. The style of the design is Egyptian with great bas-reliefs symbolical of the efforts of the Empire. The whole design embodies the one idea of "sacrifice."

RECONSTRUCTION PLANS.

THE GERMAN PROPOSALS.

Paris, July 13.
According to a message from Spa, German Delegation circles state that the German plan for reconstruction proposes the payment of a fixed amount of fifty milliards of marks (gold) in fifty annuities, of which twenty milliards will be devoted to the reconstruction of devastated regions in the form of payments in kind.

HOME CRICKET RESULTS.

London, July 13.
Notts beat Northants by an innings and 41 runs.
The Lancs and Essex match was abandoned.
Yorks beat Derby by an innings and 71 runs.
Warwick and Somerset drew.
Old Etonians beat Old Harrovians by 162 runs.

BRITISH TRADE WITH RUSSIA.

THE CONDITIONS AGREED TO.

London, July 13.
Mr. Bonar Law has submitted to the House of Commons a Memorandum giving the conditions under which the Government agrees to negotiate the resumption of trade relations with Russia. It provides that each party shall undertake to refrain from official propaganda, the Soviet agreeing to refrain from military action or propaganda in Asia, which the British Government regards as a fundamental condition preliminary to any trading agreement. The British proposals are tantamount to a general armistice. All British civilians in Russia shall be released. The Soviet, in return for a corresponding undertaking by Britain, shall recognise liability for compensation to private citizens for services rendered to the Soviet. Britain desires to leave the final determination of the claims to a future mutual settlement, but considers it necessary that the Soviet shall make a declaration on this point in order to give the necessary confidence to Western merchants and manufacturers. Britain agrees to the conditions proposed by the Soviet regarding commercial facilities, provided they are mutual. Britain does not intend debarring any Russian on the ground of Communist opinion, provided Soviet agents comply with the normal conditions of international intercourse.

THE RUSSO-POLISH FIGHTING.

BRITAIN PROPOSES A CONFERENCE.

London, July 14.
In the House of Commons, replying to Mr. Asquith, Mr. Bonar Law read a telegram sent by the British Government on July 13 proposing an immediate Russo-Polish Armistice, whereby the Polish armies should immediately withdraw to the eastern boundary of Poland, provisionally laid down by the Peace Conference last year, and as soon as possible thereafter that the representatives of Soviet Russia, Poland, Lithuania, Latvia and Finland should with the object of assembling in London under the auspices of the Peace Conference, of negotiating a final peace between Russia and its neutral states. Representatives of East Galicia would also be invited to the Conference. Britain would not restrict representatives of Russia attending the Conference, provided that they undertook while in Britain not to interfere in the politics of the internal affairs of the British Empire or indulge in propaganda. The British Government also proposed a simultaneous Armistice between the Soviet forces and General Wrangel, on the basis that General Wrangel's forces should immediately retire to the Crimea which would be neutral during the Armistice and that General Wrangel be invited to London to discuss the future of his troops and refugees but not be a member of the Conference. The British Government bound itself not to assist Poland for any purpose hostile to Russia and to take no action itself hostile to Russia. It was also bound under the Covenant of the League of Nations to defend the integrity of Poland within certain frontiers. If therefore the Soviet Government, despite its repeated declarations, should not be content with the withdrawal of the Polish Armies from Russia, on condition of a mutual Armistice, but intends to take a hostile line to Poland in Poland's own territory, the British Government and its Allies will feel bound to assist Poland to defend its existence with all the means at their disposal. The Polish Government had declared its willingness to make peace with Soviet Russia and to negotiate an Armistice on the above basis, and as soon as it is informed the Soviet also agrees. The British Government would therefore be glad of a definite reply within a week.

Replying to Mr. Asquith, Mr. Bonar Law said the message had been sent by wireless to Moscow with the knowledge and approval of the Allies.

REPORTED CONSENT BY BOLSEEVISTS.

London, July 13.
A message from Spa says it is authoritatively asserted that Mr. Lloyd George has received a message from the Bolsheviki accepting the Allied proposals for an Armistice. The statement lacks confirmation.

THE ALLIES' REQUIREMENTS.

Paris, July 13.
The *Petit Parisien's* Spa correspondent states that the Allies have agreed to restoration of peace between Poland and Soviet Russia provided Poland renounces her imperialist policy and unconditionally refers all disputed questions to the Supreme Council and withdraws her troops to a line running from Rovno and Brest Litovsk to a point fifty kilometres south of Przemyel. The Bolsheviki will be allowed to advance as far as a line fifty kilometres from the Polish front. If the advance goes further, the Allies will wholeheartedly support Poland. A Peace Conference will be convened in London, to which Soviet Russia, Poland, Lithuania, Finland and Estonia will be invited.

LATEST NEWS OF FIGHTING.

Warsaw, July 13.
A communique admits the loss of Minsk and adds that fighting continues south and south-east of Minsk. The 66th Bolshevik Regiment, operating on the Polish rear, has been completely annihilated. In the Rovno section, the enemy is inactive, as a result of the defeat of July 10.

TOWARDS INTERNATIONALISM.

CONFERENCE OF WOMEN STUDENTS.

London, July 13.
Representatives from Britain, the United States, Canada, Australia, South Africa, India and other countries are attending a Conference of the International Federation of University Women in London.

Viscount Grey, addressing a preliminary gathering, said that the only sure basis of peace was international understanding. The Universities could do a great deal in removing international ignorance.

(Continued on page 7.)

SALISBURY OF "THE QUANTS".

A CHAT BEHIND THE LIGHTS.

The writer was fortunate in catching Mr. Salisbury in communicative mood last evening. At the back of the stage (or rather in the wings) he was run to earth towards the end of the second half of the programme, just as he was busily engaged in the absorbing duty of getting into the Paris models in which he appeared during the drama burlesque, as the wife who says "Harold I'm starving."

"What did you do in the Greater War?" we asked adopting the post attitude of war time.

"Crashed nine times," said Mr. Salisbury, adjusting a safety pin. "Started as a Tommy," he went on. "Then became aerial chauffeur, and finally a pilot. I was nothing more than a Lieutenant when I finished. Missed being Flight Commander, as you might say, by a short flight."

Once, whilst cooling my heels, or rather the wheels of the under carriage on an English aerodrome—I was waiting to get my ticket then—I thought I might take the plane up for a spin. Playing the fool, you know, I happened to crash badly. I thought for the moment that I must have got my ticket at last, but, actually, I came off with a few bruises myself but the plane was a hopeless wreck.



R. B. SALISBURY.

who heads "The Quaints," appearing in a new programme at the Theatre Royal to-night.

"I walked up to the Com-mader, expecting to be cursed most frightfully. He held out his hand to me. "Thank you," he said, "for removing the most obnoxious machine from the service." He gave me two days leave as a reward for my achievement."

Salisbury departed with a broken doll, and appearing before the footlights said "Harold, I'm starving."

Presently he returned. "I started life as a dentist," he said. "Fact I did," he went on, "squashing our smile of interest and through Guy's and Middlesex and out to South Africa to practice, I practised dentistry and medicine in that country until it was given back to the Dutch. British troops were shifted, civil servants removed and pop went a practice of several thousand a year!"

There was a pause. "I next appeared as a 'super' in *Romeo and Juliet*, for which I got 30 shillings a week—Wait—I'm a poor fool now," he said rushing suddenly on to the stage. (The intermediary curtain rose, and the rest of the company pointed at him, singing, "Alas, poor fool! Alas! poor fool!")

He then went back to London, to the Middlesex and to medicine. One night his friend Hugh Wright, called on him and asked him to appear as substitute at the Apollo. After a certain amount of persuasion, Salisbury agreed to the proposal. Salisbury took him on instantly, made him stage manager. Salisbury wrote a great deal of stuff for "The Follies." There he met, Walter Maxwell, who was then managing the Kingsway Theatre for Lena Ashwell, and their present association is the result.

"The Quaints," were started in October 1912. By May 1914 they made the record of playing at seven West End theatres at the same time.

These were the Garrick, Strand, New, Criterion, Scala, Savoy, and Wyndham's. Soon after, they set out for their Eastern tour under a three years' contract. As we all know, war intervened, and the members of this company were all anxious to do their little bit for King and Country. They could not however, break their contract before getting to China, and carried on up to that point, giving at Shanghai an all-British evening during which they netted in more than Matheson Lang did, and this created a record night for Shanghai.

They played in Calcutta in Christmas 1914, and not long after disbanded, the male members of the company all joining up and the ladies also contribut-

THE KOYO MARU.

STRANDED IN GULF OF MEXICO.

News has been received by the Hongkong office of the Koyo Kaisha of the stranding of the Koyo Maru, which took place in the Gulf of Mexico on June 28th.

The Koyo Maru, which is purely a cargo vessel, sailed from Hongkong on February 29th and after an uneventful voyage reached Havana. There her troubles first began, for owing to local conditions she experienced great delay in discharging her cargo, being held up at that port for a considerable time. She then proceeded to New Orleans and was on her way from that port to the Panama, being due to call at San Francisco, when she stranded on the Serrano, Bank in the Gulf of Mexico, on June 28th.

The Hongkong office has learned this news from the Company's head office in Japan. Further particulars have been promised, but so far there is no additional information.

The majority of the cargo consigned from the East was for Havana and New Orleans, and it would seem that that was safely discharged.

FORMER HONGKONG LADY.

GOOD WORK IN VANCOUVER.

We see from a Vancouver paper that "Cedarhurst," the lovely home of Mrs. G. Stanley Webb, 1298 Fifty-first Avenue East, was the scene of a garden party on June 9, when a garden party was given under the auspices of the Ladies' Auxiliary to the Royal Society of St. George. The lovely grounds were decorated with flags and bunting and small tables, centred with roses, were placed under the trees, where the guests were served.

Mrs. Webb was the first trained nurse to be appointed Matron of the Government Civil Hospital, Hongkong, in 1883, and she remained in the service until 1902, retiring on her marriage to Capt. Webb. She will be remembered by many old residents of the Colony. Mrs. Webb came in for much public notice in Vancouver during the recent influenza epidemic, when she rendered valuable services at the Bellkirk School Emergency Hospital in South Vancouver.

"BLACK CATS."

We have been favoured with an advance copy of the programme of the concert to be given by the "Black Cats," at the Kowloon Cricket Club, on Saturday evening, and if the concert itself is as good as the programme, then another high mark in locally-arranged entertainments will have been reached. Black Cats predominate the frontispiece and the party itself has been described as "Komeity Concerts! Cater-walters." There is quite a deal of simplified spelling used, and the programme in itself is something to remember the event by. Saturday evening, at 9 p.m.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 3s. 3/4d.

THE WEATHER.

2 p.m. Barometer—29.41. T-m-p-erature—41. Humidity—70.

DON'T FORGET.

TO-NIGHT
Theatre Royal—"The Quaints"—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

Kowloon Cricket Club.—Open-air concert.—9 p.m.
Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

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THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

INTERPORT POLO.

SHANGHAI BEATS
HONGKONG.

Brilliant weather favoured the game between Shanghai and Hongkong on Saturday afternoon to decide custody of the handsome Keswick Challenge Cup for another year. The Polo Club made ample arrangements for the reception of a big crowd, and all anticipations as to the popularity of the event were exceeded, the attendance being probably a record for Shanghai. The ground was in perfect condition for playing. Hongkong were slightly favourites, but a very close game was anticipated. Play was quite up to expectations and Shanghai had the satisfaction of winning a very keenly contested game by four goals to three.

Captain K. J. McEwen refereed the game. Mr. R. I. Fearon was chief time-keeper, and Dr. Billington official scorer. The teams were:-

HONGKONG. SHANGHAI.
1. Captain Beaver Mr. E. S. R. Rowe
2. Major Timmis Mr. E. H. McMichael (Captain)
3. Mr. R. J. Pater Mr. H. G. Robinson
4. Mr. J. Johnston Mr. G. Dallas (Captain)

Six chukkers were played, and the time of each was reduced from eight to seven minutes, owing to the heat, with five-minute intervals.

FIRST CHUKKER.
From fairly even play in the first minute, Shanghai put on heavy pressure and Rowe, at the second attempt, scored with a cross shot. From the hit off, Johnston gained possession, but the movement was checked by a foul against Shanghai for improperly hooking stick. Dallas cleared well, and Rowe attacked, but before he could get on his feet, Robinson shot down the field, but shot wide in front of goal, the ball going behind. The chukker ended in favour of Shanghai, who did most of the attacking.

SECOND CHUKKER.
Starting with a bit from corner, Hongkong attacked and Johnston, playing at the top of his form, did much to keep up the pressure. Hongkong slipped Shanghai, leaving Paterson by himself in front of goal, and it was with considerable relief that the home side saw him put the ball outside the posts. From the hit out, Hongkong again sent behind, Shanghai succeeded in getting the ball away from their own territory, but Hongkong held the attack. Johnston driving out to half field and Dallas returning the ball, a considerable melee in the centre of the ground ensued, ending in a strong attack by the visitors and the ball going behind. From the throw in, Paterson secured, but again could only drive behind. At this point, Dallas and Paterson, the two heavyweights, met in full career, without harm. A brilliant piece of play by Dallas, including a good piece of riding off, was well applauded. The ball rang with Shanghai vigorously attacking. This was a hard-fought chukker and very evenly contested. Shanghai seemed to be outclassed in moments. Johnston, on the Nipper, was far too much for Rowe, who was left standing in every attempt to hustle the back.

THIRD CHUKKER.
Dallas made a splendid run, but the ball went behind. Hongkong then attacked and Paterson made another unsuccessful attempt to get through. The ball was driven out in front of the stand, and from the throw in, Rowe gained possession and passed to McMichael who drove well up the field. Rowe back-handed to centre, but Paterson saved the situation and made a fast run down the field. McMichael was checked, and Johnston failed in a near side attempt to score. Major Timmis had a good shot intercepted, but Captain Beaver secured from the return and taking a straight shot at goal equalized the score, the ball sounding a few seconds later, with each side one goal up.

FOURTH CHUKKER.
Hongkong took the lead in the first minute. Major Timmis secured from a melee and placed to Captain Beaver, who scored with an excellent shot. From the throw in, Paterson secured but Dallas intercepted and, turning quickly, outdrew his opponents to the centre of the field and accomplished a brilliant run. Captain Beaver intercepting at a timely moment. After some good work by Major Timmis and Johnston, Robinson twice got away and on the second occasion missed scoring by a foot. Play became general in the centre of the ground and slightly in favour of

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Shanghai. From an excellent back-hand pass by Dallas, McMichael received and with a good shot made the scores even two all. An attack by Hongkong was stalled off by Dallas before it became dangerous. McMichael then made an excellent run and put in a tremendous long shot which missed the goal by about a yard. Play went on at a great pace and noticeably in this chukker—the language was a trifle strong, taken of the great zest with which the game was played. From a general melee in front of goal, Shanghai slipped the Hongkong back and the ball from Rowe went through before he could recover. At the end of the chukker, Shanghai led by the three goals to two.

FIFTH CHUKKER.
Hongkong attacked vigorously but the ball was driven behind. Shanghai retaliated and after a long, hard struggle up the ground scored their fourth goal. McMichael putting the ball through. Resuming play, Major Timmis got away from a pass by Johnston, but McMichael intercepted. Hongkong pressed hard but could only put the ball behind. Johnston drove well up the field but Dallas returned and Robinson shot yard-wide. The ball was in full play when the bell rang, but Rowe quickly drove it outside.

SIXTH CHUKKER.
Shanghai began the final chukker with a lead of two goals and were expected to hold it. From the throw in, Major Timmis immediately got possession and drove up the field, but Dallas intercepted. At this point, Paterson broke a leather and had to leave the ground. The umpire stopped the game, for no apparent reason under the rules since the player did not fall and left the ground voluntarily. He quickly returned and the game restarted. Hongkong again drove behind. They kept the ball in the Shanghai territory and after an attack lasting three minutes, Captain Beaver scored for the visitors. Shanghai attacked, but the ball went behind, and Johnston then made a goal run down. He was splendidly intercepted by Dallas, who was a tower of strength to his side. Johnston made an attempt to equalize the scores and missed by a very narrow margin. Captain Beaver had hard lines with a very long shot which went wide. Time was called shortly afterwards with the score standing:-
Shanghai..... 4 goals
Hongkong..... 2

The cup was presented to the Captain of the winning team by Sir Edward Fraser, K.C.M.G., who congratulated all the players upon having put up a very fine game. Captain McMichael, on receiving the cup, called for three cheers for the visitors and these were heartily given. The Hongkong team, at the call of the Captain, returned the compliment, and the brief ceremony was fittingly closed with the presentation of a pretty bouquet to Lady Fraser by the President of the Club, Mr. Fearon.

The Polo Club is to be congratulated upon the success of the fixture, arrangements for which were made by the Committee, Messrs R. I. Fearon, R. D. F. Beith, E. S. B. Rowe, E. H. McMichael, and H. G. Robinson, and the hard-working honorary secretary, Mr. J. A. Hayes.—N. C. D. News.

ANTHRAX FROM SHAVING
BRUSHES.

Surgeon-Capt. Bassette Smith, R.N., read a paper at the Brussels Conference on Public Health on the occurrence of anthrax in shaving brushes. He pointed out that owing to the war the supply of shaving brushes was cut off. Previous manufacturers realised the importance of not making brushes from hair derived from Russian, Japanese, or Chinese sources as the hair from these countries was infected with anthrax in a large proportion of cases. Some of the small manufacturers starting during the war to manufacture brushes in England, and being ignorant of this danger, used the Chinese source

CRUELTY TO CHILD.

TREATMENT OF BURNS WITH
JEYES FLUID

A Chinese woman living on the first floor of No. 36, Hollywood Road, was charged before Mr. N. L. Smith at the Magistracy yesterday afternoon with assaulting her servant girl, eight years old.

Mr. S. B. McElderry of the Secretariat for Chinese Affairs appeared for the prosecution and Mr. F. E. Nash for the defence. Mr. McElderry stated that in consequence of a report Inspector McKay brought the girl to his office. She bore marks of bad treatment and had to be sent to the Government Civil Hospital.

The principal tenant of the first floor of No. 36 Hollywood Road stated that she had never seen defendant beating the girl. Defendant was a kind mistress and always took great care of the girl.

Dr. W. R. A. Moore, Superintendent of the Government Civil Hospital, said the girl had a bruise on the right jaw. She had a superficial burn on the lower lip and a small circular burn on the left cheek. She had numerous other burns, blisters and sores on the chest, abdomen, shoulders and arms. The burns seemed to have been caused by paper. The girl had no disease and he could see no justifiable reason for the burns, which were injurious to health, although not permanent.

Mr. Nash: Could the burns have been produced by a strong solution of Jeyes fluid?

Dr. Moore said the burns could have been produced by corrosive fluid.

The little girl was then called but the most strenuous endeavours of the interpreter to make her speak failed.

Defendant in her evidence said the girl was sold to her when eighteen months old. She brought her to Hongkong in February and had treated her as one of her own children. The girl's constitution was weak and she was subject to skin disease periodically. This month the girl suffered from small boils and she washed her with solutions of Jeyes fluid. She also gave the girl medicine which she obtained from the Alice Memorial Hospital.

Examined by Mr. McElderry defendant said she had not taken the girl to a doctor.

Mr. Nash submitted that the prosecution had not proved any assault for the girl had only one bruise on the left jaw which could have been caused by a fall. The offence of his client consisted of neglect in that she had not taken the girl to see a doctor. Jeyes fluid was efficacious for some kinds of skin diseases.

Mr. McElderry pointed out that Dr. Moore said he could not find any signs of disease. He took a serious view of the case.

Mr. Nash said it was inconceivable that defendant had deliberately burned the girl.

Mr. McElderry said that that was his case. The girl stated that defendant burned her with paper.

Mr. Smith said that defendant should have taken the necessary precautions in using Jeyes fluid.

Mr. Nash asked his Worship to consider the ignorance of the class of people to whom defendant belonged.

Mr. Smith said defendant could not have been ignorant as she knew how to get medicine from the Alice Memorial Hospital. The fact that there were so many burns should dispel any doubts that defendant had foolishly used strong solutions of Jeyes fluid on only one or two occasions. He fined her \$50.

of supply. The result was that a number of anthrax-infected brushes were now on the market. Six cases occurred in the Navy with four deaths. Those who died showed marked cerebral symptoms, and were diagnosed in the first instance, "cerebro-spinal fever," but the anthrax bacillus was later recovered from the cerebro-spinal fluid.

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EARLIER TELEGRAMS.

UNREST IN IRELAND.

London, July 13.
The Orange Day demonstrations passed off without disorder. Sir Edward Carson, in a speech at Belfast, declared that if the Government were unable to deal with the Sinn Fein, it should ask somebody else to do so. If the Government were unable to protect Ulster against the Sinn Fein, then Ulster would take the matter into her own hands and reorganise the volunteers, notwithstanding the consequences.

A police motor was ambushed between Cloughane and Dingle, and two constables were shot dead. The District Inspector and the driver were dangerously injured.
The Sinn Fein Finance Department, announcing the impending closing of the Sinn Fein Loan, says that £235,000 has hitherto been

POLAND'S DEADLY STRUGGLE.

London, July 13.
A telegram from Warsaw says it is reported from Kovno that Lithuania is negotiating an agreement with the Soviet Government, and is mobilising several classes.
Possibly, the Poles will consequently be compelled to withdraw from the region south of Drinsk, opening the road into East Prussia.

BOLSHEVIK GOLD FOR CANADA.

New York, July 13.
M. Martens, the Soviet representative in America, announces that arrangements have been made with Canadian bankers to transfer ten million dollars gold to Canada for the purchase of Canadian goods. The gold will be shipped via Esthonia or taken from deposit in Scandinavian banks.

IMPERATOR REACHES NEW YORK.

New York, July 13.
The Emperor has docked, after 943 third class passengers were removed to Hofup Island for observation. The physicians are watchful for possible typhus cases.

MEXICAN AFFAIRS.

The Mexico City, July 13.
The War Minister has announced that as the result of a battle near Parral wherein five hundred rebels and three hundred Federals participated, General Villa has been surrounded. The rebels, who lost forty, fled.

ANGLO-JAPANESE ALLIANCE RENEWED.

London, July 13.
The "Daily Mail" says that the British and Japanese Governments have informed the League of Nations of the prolongation of the Anglo-Japanese Alliance for a year. Henceforth, it will be renewable yearly.

M. DESCHANEL'S POOR HEALTH.

Paris, July 13.
M. Deschanel has written to the Minister for War regretting that his health will not permit him to attend the national fete and review on July 14th. To-night's papers freely suggest the advisability of handling the Presidential situation.

EARLIER SPECIAL TELEGRAMS:

(From Our Own Correspondents.)

THE IMPERIAL SERVICE ORDER.

Singapore, July 13.
The Imperial Service Order has been awarded to Mr. Kader Mostan, Tamil Interpreter of the Penang High Court, and to Mr. Arshad, the chief postmaster of Penang, on their retirement from the Government Service.

RUBBER PRICES STILL FALLING.

Singapore, July 13.
Rubber is weaker. All prices are down.

NOTICES

RECEIVED

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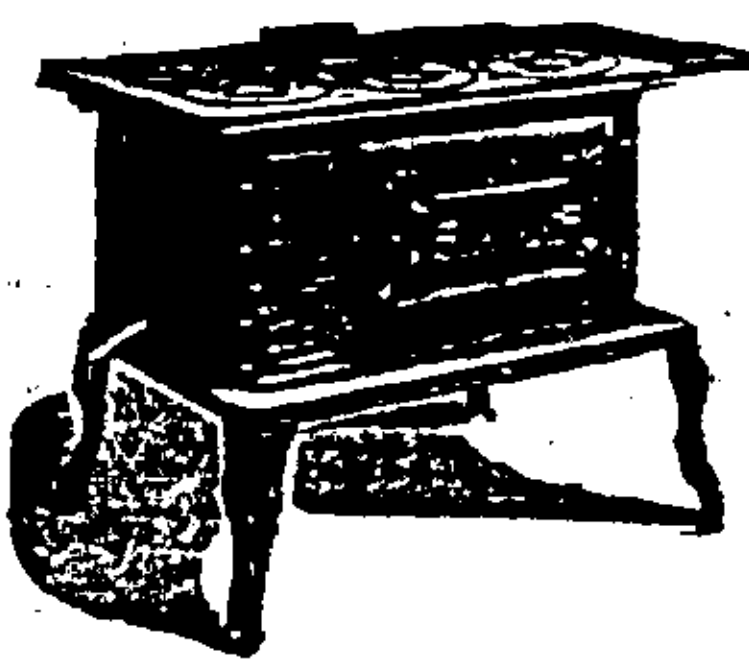
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THE BRITISH SCARLET.

SOLDIERS' UNIFORM
THROUGH THE AGES.

The Hon. John Fortescue writes in the Observer:

There must have been many, both military men and civilians, especially among those past middle age, who had yearnings of heart as to the future dress of the British Army. Uniformity of clothing for soldiers is a comparatively modern thing, having been first adopted by the militia of some of the Flemish towns in the thirteenth century; and the earliest indication of it in England is to be found in the phrase "coat and conduct money," signifying the fee paid to the recruit for the expense of providing himself with a coat and of making his way to the place of muster. That coat was of white, with the red cross of St. George stretched from neck to skirt and from side to side of the front. Hence the technical name for English soldiers throughout the sixteenth century was "white coats." The hue was, perhaps, the more acceptable in high quarters, since the Tudor colours were white and green. In the well-known picture of the Field of Cloth of Gold at Hampton Court, the King's attendants may be seen in white and green uniforms. Nevertheless, the historic scarlet has already made its appearance in 1485, when Henry VII. selected it for the dress of his new permanent body-guard—that which still lives among us as the Yeomen of the Guard. Why the first of the Tudor kings should have made scarlet his peculiarly royal colour it is impossible certainly to say, but I strongly suspect that he borrowed it from the Red Dragon of Wales.

FIRST GLIMPSE OF KHAKI.

We find little more detail of the dress of soldiers until the Civil War. The English military adventurers of Elizabethan times, who had studied their profession under the German *Landknechte*, swaggered about in handsome doublets and extravagant hose, according to the model of their teachers. The *Landknechte* were celebrated for their gorgeous attire, which indeed was one of the greatest attractions to their service. One old leader was once reproached by a respectful subordinate with the outrageous pinking and puffing and slashing and general flamboyant appearance of his men's dress. "Bah," said the shrewd old fellow, "this is the cheese which tempts our mice into the trap." Nevertheless, it is in these same Elizabethan times, curiously enough, that we catch our first glimpse of khaki. White coats were found far too conspicuous for the difficult work of hunting down Irish rebels; and it was recommended that the troops in the sister island should be clad in russet or other sad colour, which would make them less easy to be seen. This is the first instance known to me of an attempt to adapt the soldier's dress to the general background of the theatre of war. Invisibility, in a general way, was shunned rather than courted. In a night attack, for instance, the assailants covered their clothes with a white shirt so as to recognise each other the more readily, and hence night attacks were called by the name of *camoufades*.

CROMWELL'S REDCOATS.

In the early years of the Civil War commanders clothed their troops as best they could, though not without some attempt at uniform. Thus on the Royalist side we hear of Byron's Blacks and Newcastle's Whitecoats while on the Parliamentary side the favourite colour seems to have been "tawny." But when the Parliament set itself to organise a regular and professional army it dressed the men in red, for what reason, unless red cloth were cheap, I cannot discover. Nearly thirty years ago, while rummaging among the King's Pamphlets in the British Museum, I happily chanced upon a newspaper, dated April 30, 1645, which contained the following precious passage from its special correspondent with the "New Model" at Windsor. "The men, are red-coats all, the whole army, only are distinguished by the several facings of their coats. The Dragoons (except for the artillery) only are some of them tawny coats." Fifteen thousand such coats "Venice-red colour, shrunk in water," were provided at a cost of seventeen shillings apiece, and fifteen thousand pair of breeches "of grey of other good colour." This army, by a strange irony, was concentrated at Nova Windsor, and its senior regiment, that of Lieutenant-General Fairfax, had but few faces—what are now the Royal colours. And this little body of redcoats considered in succession England's best and

SHIPPING LAW FIGHT.

FILIPINOS PLAN BOYCOTT
OF AMERICANS.

Sponsored by Member, Benigno Tan of the municipal board and other prominent Filipinos, an organization is being formed (says the Manila Bulletin) that has for one of its objects the boycott of American firms which are working for the retention of the federal statute books of the provisions of the Jones merchant marine law extending the coastwise shipping laws of the United States to the Philippine islands.

In an interview given to the Filipino press by Mr. Tan, the formation of such an organization was confirmed, and it is stated that prominent political and business interests among the Filipino people in Manila are identified with it.

The *Vanguardia* quotes Mr. Tan as having said:

"The men who make up this organization cannot in any sense be considered as disloyal to the sovereignty of the United States. As it has been and as it will continue to be, we continue to be absolutely loyal to the sovereignty of the United States in the Philippine islands. We initiate and give life to this movement solely to show that we have a real patriotism here, and that we Filipinos are always ready to sustain and defend our rights within the limits of the laws."

Native press comment predicts that the formation of this organization "presages the most serious commercial conflict that has occurred in the Philippines since the implantation of American sovereignty."

and Ireland, "shocked" some of the finest of the Spanish infantry off its ground at Dunkirk. Dunes, gained immortal fame by the storm of Ypres, and made the name of Oliver Cromwell the terror of Europe.

REDS AND BLUES.

One regiment, the Coldstream Guards, alone was saved when this famous army was disbanded; but the scarlet was perpetuated by the new standing army of Charles II., the Blues being the only exception. William III. dressed a few new English regiments in blue; but this colour gave place to scarlet before Marlborough began his famous campaigns, and Corporal John raised the red coat to as high a pinnacle of glory as had Cromwell. The East India Company's native troops seem from the first to have worn it. The first colonial regiment, the Royal Americans, now the King's Royal Rifle Corps, was clothed in scarlet, and so also were our first negro regiments, raised shortly before 1800 in the West Indies. The red coat was the common heritage of all soldiers of the King.

Nevertheless, during the eighteenth century there was some encroachment on the domain of the scarlet. The Royal Regiment of Artillery, founded in 1727, has always worn blue. A corps of Rangers, formed for service in the Canadian forests in 1763, was clad in brown. The light cavalry in 1784 was all clothed in blue, a change constantly condemned by Wellington as leading to confusion between our own troops and the French.

The first Wagon-Train (ancestor of the Army Service Corps) was known as the "Newgate Blues." Lastly, the two Rifle regiments, the Sixtieth and the Ninety-fifth, were clad in green, in deference to the received tradition that riflemen must be like Jager, or game-keepers, wearing the colour of the forest in which they worked.

CAVALRY HUES.

Still, upon the whole, scarlet easily held its ground. William IV., indeed, put all the light cavalry again into scarlet, though this was reversed by Queen Victoria, so that the Hussars and all but one regiment of Lancers are still in blue. Khaki, of course, was borrowed from India, and I think was first worn by a British regiment during the Afghan War of 1878. The late Great War has made it famous, and yet it was the redcoats that conquered and consolidated the British Empire. Even in Egypt in 1882 the expeditionary force took the field not, indeed, in the best scarlet tunics, but in jackets of red serge. We should not lightly part with that which was worn by Marlborough, Amherst, Clive, Eyre Coote, Ralph Abercromby, Joan Moore, Gerald Lake, Wellington, Hill, Leven, Gordon, Moore, Harry Smith, Charles Napier, and Garibaldi among soldiers, by the old Pitt as Cornet in the King's Dragoon Guards, and by the younger Colonel of the Jungo-Tara Volunteers.

BIG AIR MAIL PROFITS.

BRITISH AND AMERICAN
FIGURES.

Major G. C. Turner writes in the Observer:

The first year of civil aviation has not been wasted by any means, for it has at least provided the impressive record of the London-Paris air mail, a wonderful record in spite of the fact that it has been run with handicaps comparable to running a railway service without signals, without aidings, without coaling and watering stops, without relays of engines and drivers, compelled to employ complete trains with 90 per cent. of the seating capacity and the goods trucks empty.

The aeroplane expert is preoccupied with the air vehicle, its excellences and its drawbacks. The traffic superintendent knows that organization is all-important. Organisation calls for capital outlay and a well-considered policy. It means preparation against all possible contingencies. On the London-Paris service this has been almost entirely neglected. The aeroplane expert thinks in terms of the cost of machines and piloting; the traffic superintendent puts these in a minor place, and thinks in terms of the complete organization required and longperiod running.

"STRIKING SUCCESS."

The United States Postmaster-General declares that the air mails in America have been a great success and that the practicability of commercial air transport is proved.

Examining a large number of the monthly American reports, which show the costs worked out in detail under such heads as Fuel, Office personnel, Rent, Light, Telephone, Pilots, repairs and accessories, Departmental charges, Oil, Motor-cycles, Interest on investment, we find that the cost per hour is about £16 on the average, and the cost per mile about 3s. 2d. It is difficult to get at the ton-mile basis, but it is evidently in the neighbourhood of 14s. 6d.

Let it at once be said, this is lower than it would be safe to assume; the more conservative British expert puts total costs at somewhere between 25s. and 35s. per ton per mile. For the purposes of this article the absolutely safe figure of 22 per ton per mile will be taken.

Of the fee charged for letters sent by air from London to Paris about 2s. goes to the air-carriers. The machines can carry as much as 1,000 lb. of mail. But, putting the loads at only 600 lb., 9,600 ounces, and letters at one ounce each, a load is worth £200. The distance of 200 miles. At £2 per ton-mile the cost of each journey (per 1,000 lb. capacity) is less than £100. Comment is needless, beyond saying that lower fees should be charged to secure at least 10,000 letters for each machine.

BIG BUSINESS ASSURED.

All this is amply supported by the American figures, which show that it costs (all overhead charges included) £163 to fly an aeroplane from New York to Chicago, a distance of 740 miles. Taking the extremely low average of 500 lb. (8,000 oz.) of mail matter per trip, and charging only 6d. per ounce letter, the yield for each journey would be £200, a clear profit of £35.

As in all post office business, so in air mail-carrying, it is necessary to ensure ample public use to bring down the fees to a reasonable figure. That is precisely what the policy of the British Post Office fails to secure. It only remains to state briefly the important developments now in progress, which will, in the course of the next twelve months, make the aerial mail as much part and parcel of the national life as is the Central London Railway. One of the important costs of air services is depreciation: all-metal machines (as present the exclusive property of Germany) increased the "life" of the machine 400 per cent. The fuel is at present expensive: alcohol fuels and semi-Diesel engines are in the programme, and they will enormously reduce costs. Landing speed: the Handley-Page wing and developments in half-a-dozen other directions are going to completely alter the situation during the next few months; it is easy now, it will be childishly simple then.

The British Post Office have done one good thing in inviting tenders for the air mail to Holland. It is up to British firms to make a straight cut for absolute publicity. There must be no price-cutting. The service could be established, and reliability ensured, at a price that would show ample profit at 6d. per ounce letter.

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Dining room of Mrs. F. C. Henderson.

From a photograph by permission.

If you are looking for an unusual gift come and see our showing of Commemorative Plates. Tableware that numbers in persons among the leaders of fashion and society. For the bride a chest containing a complete service—or for a small gift, an exquisite.

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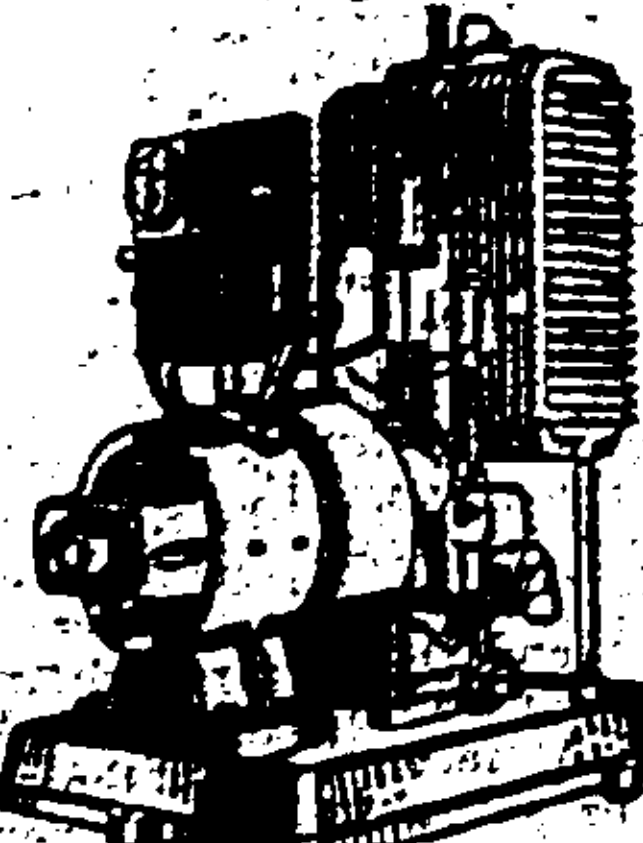
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"THE QUAINTS."**A TRIUMPHANT SUCCESS.**

In making reference to the very welcome return visit of "The Quaints" we desire, first of all, on behalf of the very large audience which spent such a delightful evening, to thank and congratulate the talented band of entertainers for the manner in which they spared no pains to defeat what at one time was a most unfortunate ring of circumstances. The *as. Kalyan* was first due to arrive in Hongkong at about five o'clock, but during the afternoon it became known that she would not be in Harbour until nearly eight o'clock. With praiseworthy energy, Mr. Maxwell and others set about making it possible for the Company to be specially landed. Police permission was obtained for the party to be landed without the usual passport formalities, P. and O. launch was requisitioned to meet the steamer at Green Island, and after quite a deal of hard work Mr. Salisbury and his fellow "Quaints" were brought ashore. And then followed all the rush of preparing the theatre, the unpacking of scenery and costumes, and true to announcement—the curtain rose at 9.15 p.m. Realise the fact that "The Quaints" and their scenery did not reach the Theatre until five minutes past nine o'clock, and you will get some idea of haste these folk got on. So it was only natural that the audience should give such a painstaking company the heartiest of welcomes. For practically three hours the packed "house" was kept delighted by a succession of real treats, and it says something, not only for the popularity of the artists but for their genuine professional loyalty to their patrons, that this was done in spite of a temperature around 90 degrees and after a rush that would have well excused a less vigorous programme.

When "The Quaints" were here in 1915 they left behind them a reputation that makes their present visit all the harder, but last evening's entertainment was one of the best that Hongkong residents have had served to them. There is nothing fulsome about that statement. Dainty and quaint scenery, effective dresses and artists of high ability combined to secure the limit of success. From the first rising of the curtain with the chorus of invitation to the final "good-night" there was not a dull moment or an item that was not vociferously greeted. To attempt a review of the whole programme would be to embark on a task longer than the writer has time to accomplish. Mr. R. B. Salisbury, who needs no introduction to any British audience, was the same quaint humorist with the droll manner, an artist to his fingertips. He is indeed fortunate to be supported by such a talented little company. Miss Dorothy James, the leading lady, was as popular as ever, and these two set a high standard that was maintained throughout. One can do little more than to state that Miss Hilda Denton, Miss Ella Cameron, Miss Josephine Cantor, Mr. Ernest Scott, Mr. Graham Doncaster and Mr. Jack Strachey (at the piano) assisted in bright, light-hearted manner in giving the varied and first-class programme an irresistible appeal that compelled high appreciation. Song, dance and joke succeeded each other right through, and the happy burlesques and sheer nonsense provided a very welcome relaxation. Encores were frequently demanded and very bravely responded to.

H. E. The Governor and Lady Stubbs were present with party, and there was scarcely a vacant seat. The company is giving another show to-night (an entirely changed programme) and Hongkong owes to this company a very generous support. A farewell performance will be given to-morrow (Saturday).

STRAWBERRIES BY AEROPLANE.
A consignment of French strawberries reached Covent Garden recently having been brought across by aeroplane.

COMPANY REPORT.**UNITED ASBESTOS ORIENTAL AGENCY, LTD.**

The annual report of the above Company, for presentation to the shareholders at the twenty-fourth ordinary annual meeting to be held at the offices of Messrs. Dodwell and Co., Queen's Buildings, on Monday, 26th July, at 11.30 a.m., states:—

Accounts.—The balance at the Credit of Profit and Loss Account, including \$10,954.43 brought forward from last year, is \$37,635.61 which it is proposed to appropriate as follows:—

To pay a dividend of 60 cents on Ordinary Shares	\$ 5,940.00
To pay a further dividend of 60 cents on Ordinary Shares	5,940.00
To pay \$39.40 per Share on Founders' Shares	5,940.00
To pay a Bonus of \$1.20 on Ordinary Shares	11,830.00
To pay a Bonus of \$118.80 per Share on Founders' Shares	11,800.00
To carry forward to new account	16,105.61
	\$ 57,635.61

Auditor.—The accounts now presented have been audited by Mr. Francis Maitland, who, being eligible, offers himself for re-election.

UNCLAIMED TELEGRAMS.**THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.**

The following Unclaimed Telegrams are lying here:—

Ructis, from Yokohama.
Petruche Steamer Africa Cabin 11, from Vladivostok.
Anne, from Shanghai.
Walter Bounner, Carlton Hotel, from Shanghai.
5478, from Shanghai.
Youngkannan Leehing Co., from Shanghai.
Yuhung, from Shanghai.
Kwongshinghong, from Amoy.
Arthur Nilson Co., from Kobe.
Lee Bros, from Kobe.
Chifonghong Wengyekai, from Shanghai.
Kwailiangset, from Amoy.
Wingtungchong, from Shanghai.
1102, 0030, 7319, 5594, 0360 etc., from Amoy.
R. C. Wilson, Sailors Home, Hongkong, from Amoy.
0491, 6596, 3087 etc., from Shanghai.
Fathin, Connaught road, from Shanghai.
4135, 3352, 2770, 1420, 5050, 5391 etc., from Amoy.
2413, 2006, from Amoy.
Tsukada Superfine, from Osaka.
N. LUSD.
Act. Superintendent, Hongkong, July 15, 1920.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.
Ahpe, from Colon.
Miffret, from Lyon.
Tracy Hall, Asia Banking Corporation, from Los Angeles, California.

M. E. F. AIREY.
Superintendent, Hongkong, July 8, 1920.

DEFAUDING ITALIAN REFUGEES.

Milan, June 1.—Sensational revelations have now come to light with regard to the Aid Committees created in Venetia after the Armistice. These committees were charged with the distribution of all sorts of materials and tools to refugees returning to the liberated territories, in order to help them to restart life. It appears now that the materials, instead of being given to the refugees at the low price fixed, were being sold by merchants at market prices. According to some statements, the fraud amounts to 8,000,000 lire (nominally £320,000). Several high officials have been arrested in Treviso and Rome.

THEATRE ROYAL.**TO-NIGHT**

at 9.15

R. B. SALISBURY

AND

THE QUAINTS.**TO-MORROW**

(SATURDAY)

Farewell performance.

Entire changes of programme.

CONSIGNEES.**THE ADMIRAL LINE.****NOTICE TO CONSIGNEES.**

The Steamship

"ABERCOS" (Voy 2)

having arrived from Portland Ore via ports, on 16th inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 22nd inst. by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 23rd inst. will be subject to rent.

No fire insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE.
5th Floor Hotel Mansions.
Hongkong, 15th July, 1920.

WHEN BABY IS CROSS AND SLEEPLESS.

When baby is cross and sleepless there is something wrong and the little one is taking the only means he has of telling it. Under such circumstances the temptation to administer a sleeping draught, or opiate of some kind, is often great, but don't do it unless expressly ordered by a competent doctor who has seen the child. Instead give him Baby's Own Tablets, which are guaranteed to contain no opiates; they send the child to sleep simply because they remove the causes of his sleeplessness and make him feel good and comfortable.

"My baby was not feeling well and was cross and troublesome. I gave her several doses of Baby's Own Tablets and they did her so much good that I would not be without them for many times the amount they cost. I strongly advise every mother to give them a fair trial," writes Mrs. F. Emery, of 8 Barclay Place, Grand Rapids, Mich., U.S.A.

Baby's Own Tablets are a remedy for simple fever, indigestion, constipation, colic, diarrhoea. They make teething easy and destroy worms. Of chemists, or post free, 60 cents the vial from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

NEW ADVERTISEMENTS.**THE BLACK CATS?**—What about them?**COSTUME CONCERT PARTY**—Oh, who's running it?**UNDER DIRECTION OF TEDD MILES**—h'm—don't know him.**OPENING CONCERT**—When?**TO-MORROW, SATURDAY, 17th JULY**—Where at?**KOWLOON CRICKET CLUB**—Really! What time?**AT 9 p.m. SHARP**—Oh! Why sharp?**DON'T MISS THE OPENING CHORUS**—Who are these people?**FIRST APPEARANCE IN COLONY**—Oh, do let's go.**AFTERNOON CONCERT**

GIVEN BY

Mr. AMELIAS, (MANDOLINIST),
Mme. A. SILVESTRI, (SOPRANO),
Mlle. ROSA FILOCAMO, (SOPRANO),
Mlle. ELENA FILOCAMO, (7 YEARS OLD ARTISTE).

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AT

St. ANDREW'S HALL, CITY HALL,

ON

Tuesday, 20th July, 1920, at 5.30 p.m.

Admission: Adults 5s. Children 5s.

Tickets obtainable at Anderson Music Co. or at the door.

NOTICE.**THE HONGKONG CENTRAL ESTATE LIMITED.**

An Interim Dividend of Four dollars per share for the six months ending 30th June 1920 will be payable on Wednesday 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 20th to Wednesday the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors.

MOWBRAY S. NORTHCOTE
Secretary to the General Managers.
Hongkong, 13th July, 1920.

PUBLIC AUCTION.

By Order of the Mortgagees.
Messrs Lammett Brothers have received instructions to sell by

Public Auction

on

FRIDAY

The 23rd day of July 1920, at 3 p.m. at their Sales Rooms, Duddell Street, Victoria, Hongkong.

The following valuable Leasehold property situated at Victoria in the Colony of Hongkong, viz:—All that piece or parcel of ground situated at Victoria aforesaid registered in the Land Office as Section 5 of Inland Lot No. 425 together with the messuage erected thereon known as No. 5 West Terrace Victoria aforesaid. Term 999 years from 28th. May 1855 created by a Crown Lease of the said Lot dated 17th. April 1895 Annual Crown rent \$6.46. Area 2959 square feet.

For further particulars and conditions of sale apply to "JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Hongkong, Solicitors for the Mortgagees, or to

Messrs LAMMETT BROS., Auctioneers.
Hongkong, 5th July, 1920.

NOTICE.**THE WEST POINT BUILDING COMPANY, LIMITED.**

An Interim Dividend of One dollar and seventy five cents per share for the six months ending 30th June 1920 will be payable on Wednesday 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 20th to Wednesday the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors.

MOWBRAY S. NORTHCOTE
Secretary to the General Managers.
Hongkong, 13th July, 1920.

NOTICE.**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**

An Interim Dividend of Three dollars and fifty cents per share for the six months ending 30th June 1920 will be payable on Wednesday 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 20th to Wednesday the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors.

MOWBRAY S. NORTHCOTE
Secretary.
Hongkong 13th July, 1920.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No.—

NOTICE.**REPULSE BAY HOTEL.**

The Management beg to announce that, until further notice, the usual Tea and Dinner Dances will be held on Wednesdays and Saturdays; Also as from the 17th of July (in addition to these Regular Dances) the Repulse Bay Hotel Orchestra will play daily from 5 to 6.30 p.m. and from 8.30 to 11.30 p.m.

J. H. TAGGART
Manager.**NOTICE.****HONGKONG & SHANGHAI BANKING CORPORATION**

It is hereby notified that an interim dividend of £3. per share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th June 1920, at rate of 3/3 per dollar.

The dividend will be payable on and after Monday the 9th August, 1920, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Corporation will be closed from MONDAY the 26th July to SATURDAY the 7th August, 1920 (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Court of Directors.

N. J. STABBE,
Chief Manager.
Hongkong, 13th July, 1920.

PUBLIC AUCTIONS.

The Undersigned have received instructions to sell by Public Auction on

Wednesday, the 21st. July 1920,

commencing at 5 p.m.

at their Sales Rooms, Duddell Street

The Motor Boat "DAT LEE"

(at present lying in Causeway Bay)

Length about 39 feet

Beam 9 feet

Engine 28 H.P. not mounted, in

ir good working order.

The Boat is teakwood throughout and is fitted with cabin and wash room, awnings nearly new.

Terms: Cash on delivery.

LAMMETT BROS.

Auctioneers.

The Undersigned have received instructions to sell by Public Auction on

Monday the 19th. July 1920,

commencing at 11 a.m.

at Nos. 2 and 3 godowns, Holt's

Wharf, Kowloon

(for account of the concerned)

1,000 Boxes Tin Plates

(all more or less damaged)

Terms: Cash on delivery.

LAMMETT BROS.

Auctioneers.

Burglar & Fire-resisting**SAFES**

"Prevention is better than Cure."

The Undersigned have just received a new consignment of Milner's Safes.

LAMMETT BROS.
Duddell Street.

WANTED.

WANTED.—An energetic and reliable Agent in Swatow for a first class London Fire Insurance Company. Apply, stating experience, to "Fire" c/o this paper.

WANTED.—Junior British Male Assistant for shipping Office. Apply P. O. Box 33.

FOR SALE.

FOR SALE.—ONE FULL-SIZED BILLIARD TABLE (private house) in first class condition with all table accessories. MAHER, BURROW AND WATT. Owners willing to sell at a reasonable figure. Apply Box 398 c/o "Hongkong Telegraph."

FOR SALE.—Abergeldie 136 Peak. Apply 135 Peak.

TO LET OR FOR SALE.

Glenahiel, No. 141 The Peak, near Barker Road Tram station. Apply to Linstead & Davis Alexandra Buildings.

NOTICE.**MASSAGE HALL.**

MRS. HAN INOKUCHI, Graduate from the Nagasaki Massage School, has removed from No. 33 Queen's Road to No. 26, Stanley Street 1st floor. Telephone No. 1964.

NOTICE.**THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE**

43, Bonham Road.
Opposite the University
Tel. No. 732. P.O. Box, 593.

Principal
JOHN P. JONES, B.Sc., M.E. Mig.

The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

Private Tuition can also be had in these subjects.

Prospectus on application.

NOTICE.

Mr. S. D. Setna has returned and the Power of Attorney given to Mr. P. N. Cooper of Messrs. Cooper & Co. of Hongkong sign pro pro has been revoked.

S. D. SETNA & Co.

NOTICE.

The interest and responsibility of Mr. Herbert William Looker in our Firm ceased on the 30th June 1920.

DEACON, LOOKER, DEACON & HARSTON.

Hongkong, 1st July, 1920.

MUSTARD & CO.

Connaught Rd. Central

Telephone No. 1186.

REMINGTON

The 20th Century Express Machine, equipped with Self Starter and Decimal Tabulating Devices. Machines for all purposes; time saving the leading feature.

Smith Premier Typewriter.

A popular Machine

for those who require

a Double Keyboard.

TYPEWRITERS.

Remington Wahl. The only Adding-Subtracting-Multiplying Machine on the market, which when required can revert to a regular Typewriter.

SOLE AGENTS IN**CHINA, HONGKONG****AND MACAO.**

SHIPPING.

SWEDISH EAST ASIATIC CO. LTD., OF GOTHENBURG.

S.S. "NIPPON"

will be despatched on or about the beginning of AUGUST
FOR GOTHENBURG, COPENHAGEN AND CHRISTIANIA.
TAKING CARGO AT CONFERENCE RATES OF FREIGHT.

For space and further particulars, apply to:—

A.B. THE SWEDISH TRADING CO. FIL. IN CHINA, LTD.,

AGENTS.

Powell's Building,

12, Des Vues Road Central.

HOLLAND-EAST ASIATIC SERVICE.

Regular monthly service between
Japan ports, Shanghai, Hongkong and Manila
and

Amsterdam, Rotterdam, and Hamburg, Bremen

FOR ROTTERDAM AND HAMBURG.

S.S. "TOBA" August.

FOR AMSTERDAM AND HAMBURG.

S.S. "BAARN" September.

FOR ROTTERDAM AND HAMBURG.

S.S. "TJIMANOEK" October.

FOR AMSTERDAM AND HAMBURG.

S.S. "KANGAAN" November.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,

York Building.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon
passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Telephone No. 1574.

Agents.

WATERHOUSE LINE

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U. S. Shipping Board steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"MAQUAN" 15th July.

"WEST IVAN" 30th July.

Further sailings to be announced later.
Thru B/Ls issued to all Overland Common
points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

3rd Floor, Hotel Mansions.

Telephone 3507.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM-
BOAT CO. LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailing:—To Canton daily at 5 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 5 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 8 A.M. and 5 P.M. (Sundays at 9 A.M.)

From Macao—Daily at 8.30 A.M. & 2 P.M. (Sundays at 6 P.M.)

Police Permits to leave the Colony are not required.

Further information may be obtained at the Coy's Office, Hotel Mansions,
or from Messrs. Tnos. Cook & Son, Booking Agents, Hongkong.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S. S. "JACOB"

From CALCUTTA via
SINGAPORE.

The above mentioned vessel
having arrived from the above
mentioned Ports, consignees of
cargo are hereby notified that
they must take immediate
delivery of same from alongside,
and all cargo impeding discharge
will be landed at their risk and
expense into the Pacific Mail
Steamship Company's godowns
at West Point, and stored at
Consignees risk.

Consignees of cargo are hereby
notified that they must produce
an Import Permit signed by the
Superintendent of the Imports &
Exports, Hongkong, before Bills of
Lading can be countersigned.

All broken, chafed and damaged
goods are to be left in the godowns
where they will be examined on
July 19th at 10 a.m.

All claims must be presented
within a week of the steamer's
arrival here after which they
cannot be recognized.

No claim will be admitted after
the goods have left the godowns,
and all goods remaining un-
delivered after July 20th will be
subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

PACIFIC MAIL S. S. CO.

As Operators, U. S. Shipping

Board.

Hongkong, 12th July, 1920.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO. LTD.

S. S. "CADDOPPEAK"

From CALCUTTA via RAN-
GOON, PENANG, SINGAPORE
AND SAIGON.

The above mentioned vessel
having arrived from the
above mentioned ports, Con-
signees of cargo are hereby
notified that they must take
immediate delivery of same from
alongside and all cargo impeding
discharge will be landed at their
risk and expense into the Pacific
Mail Steamship Company's Go-
dowens at West Point, and stored
at Consignees' risk.

Consignees of cargo are hereby
notified that they must pro-
duce an Import Permit signed by
the Superintendent of the Imports
and Exports, Hongkong, before
Bills of Lading can be counter-
signed.

All broken, chafed and damaged
goods are to be left in the Go-
dowens where they will be ex-
amined at 10 a.m. on the
17th by the Company's Sur-
veyors, Messrs. Goddard and
Douglas.

All claims must be presented
within thirty days of the steamer's
arrival here, after which they
cannot be recognized. No claims
will be recognized after the goods
have left the Godowns, and cargo
undelivered on and after the
19th inst. will be subject to rent.

No fire insurance whatever will
be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

PACIFIC MAIL S. S. CO.

As Operators, U.S. Shipping

Board.

Hongkong, 15th July, 1920.

CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"ENDICOTT"

having arrived from Seattle
via ports, on the 10th,
consignees are hereby notified
that their cargo is being landed
at their risk into the Hazardous
and or Extra-Hazardous Godowns
of the Hongkong and Kowloon
Wharf and Godown Co., Ltd.,
Kowloon, and stored at con-
signee's risk.

Consignees of cargo must pro-
duce an Import permit signed by
the Superintendent of Imports
and Exports, Hongkong, before
Bills of Lading will be counter-
signed.

All broken, chafed and damaged
cargo is to be left in the Godowns
where it will be examined at 10
a.m. on the 16th by the Company's
Surveyors, Messrs. Goddard and
Douglas.

All claims must be presented
within thirty days of the steamer's
arrival here, after which they
cannot be recognized. No claim
will be recognized after the goods
have left the Godowns, and cargo
undelivered on and after the 17th
inst. will be subject to rent.

No fire insurance whatever will
be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

PACIFIC STEAMSHIP CO.

United States Shipping Board

Emergency Fleet Corporation

Managing Agents.

THE ADMIRAL LINE.

5th Floor Hotel Mansions.

Hongkong, 10th July, 1920.

THE ADMIRAL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"MULPUA"

having arrived from New York
via ports, on the 12th,
consignees are hereby notified
that their cargo is being landed
at their risk into the Hazardous
and or Extra-Hazardous Godowns
of the Hongkong and Kowloon
Wharf and Godown Co., Ltd.,
Kowloon, and stored at con-
signee's risk.

Consignees of cargo must pro-
duce an Import permit signed by
the Superintendent of Imports
and Exports, Hongkong, before
Bills of Lading will be counter-
signed.

All broken, chafed and damaged
cargo is to be left in the Go-
dowens where it will be ex-
amined at 10 a.m. on the
17th by the Company's Sur-
veyors, Messrs. Goddard and
Douglas.

All claims must be presented
within thirty days of the steamer's
arrival here, after which they
cannot be recognized. No claims
will be recognized after the goods
have left the Godowns, and cargo
undelivered on and after the
19th inst. will be subject to rent.

No fire insurance whatever will
be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

PACIFIC STEAMSHIP CO.

United States Shipping Board

Emergency Fleet Corporation.

Managing Agents.

THE ADMIRAL LINE.

5th Floor Hotel Mansions.

Hongkong, 13th July, 1920.

HELP TO END THIS BURGLARY EPIDEMIC IN THE COLONY BY BUYING

BURGLAR-PROOF SAFES

THEY ENSURE SAFETY OF YOUR VALUABLES
AND EASE OF HEART.

THE SINCERE COMPANY, LIMITED.

"HONGKONG EMPORIUM."

CONSIGNEES.

NOTICE TO CONSIGNEES.

S.S. "MAQUAN"

From SEATTLE JAPAN

& MANILA.

The above-mentioned vessel
having arrived from the above
mentioned Ports, Consignees of
cargo are hereby informed that
their cargo is being landed at
their risk into the Hazardous and
or extra Hazardous Godowns of
the Hongkong and Kowloon
Wharf & Godowns Co., Ltd.,
Kowloon, and stored at Con-
signee's risk.

All broken, chafed and damaged
goods are to be left in the Go-
dowens, where they will be ex-
amined on 19th inst. at 10 a.m.

All claims must be presented
within a week of the steamer's
arrival here after which they can-
not be recognized.

No claims will be admitted after
the goods have left the Go-
dowens, and all goods remaining
undelivered after 19th inst.
will be subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
counter-signature immediately.

FRANK WATERHOUSE & CO.

As Operators,

U. S. Shipping Board.

3rd Floor, Hotel Mansions.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

THE Company's Steamship

"SHIDZUOKA MARU"

having arrived from the above
ports, Consignees of Cargo are
hereby informed that their Goods
are being landed and placed at
their risk in the Hongkong, and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where each consignment will be
sorted out mark by mark and
delivery can be obtained as soon
as the Goods are landed.

Optional Goods will be carried
on unless instructions are given
to the contrary before Noon, To-
day.

Goods not cleared by the 21st
July, 1920, will be subject
to rent.

Damaged packages must be left
in the Godowns for examination
by the Consignees and the Co's
representatives at an appointed
hour on Tuesday & Friday. All
claims must be presented within
ten days of the steamer's arrival
here, after which date they cannot
be recognized. No claims will be
admitted after the goods have left
the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 14th July, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO. LTD.

Consignees per Co's Steamer

"BELLEROPHON."

are hereby notified that the
Cargo will be discharged into
Holt's Wharf, Kowloon, where it
will lie at Consignee's risk. The
Cargo will be ready for delivery
from Godown on and after 16th
July.

Optional cargo will be landed,
unless notice has been given
prior to steamer's arrival.

All broken, chafed, and damag-
ed goods are to be left in the
Godowns, where they will be
examined on any Tuesdays and
Fridays between the hours of
10.45 a.m. and noon within the
free storage period.

No claims will be admitted after
the Goods have left the steamer's
Godown, and all Goods remaining
undelivered after the 22nd July,
will be subject to rent.

All Claims against the Steamer
must be presented to the under-
signed on or before the 5th
August, or they will not be
recognised.

No Fire Insurance will be
effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 15th July, 1920.

CHINA MAIL S.S. CO. LTD.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO.

HONOLULU, NAGASAKI &

SEANGHAI.

The Steamship

"CHINA"

Having arrived from the above
mentioned ports, consignees of
cargo by her are hereby notified
and requested to send in their
B/Ls duly endorsed for coun-
tersignature and take delivery of
their goods from ship's side.

Cargo impeding discharge will
be landed immediately and cargo
remaining on board on and after
Monday, July 19th, at noon, will
be landed at consignee's risk and
expense.

Cargo undelivered on and after
Thursday, July 22nd, at 5 p.m.
will be subject to rent.

All broken, chafed and damaged
goods will be landed into the
Company's Godowns, where it
will be examined on Thursday,
July 22nd, 1920, at 2 p.m.

No claim will be recognised
after the goods have left the
ship's side or Co's Godown. All
claims should be presented within
three weeks of the ship's
arrival, otherwise they will not
be entertained.

No fire insurance whatever will
be effected.

O. H. RITTER,

Agent.

Prince's Building, Ground Floor,

Hongkong, 16th July, 1920.

W. S. BAILEY & CO., LTD.,

ENGINEERS & SHIP-
BUILDERS, HOK ON
KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to

50 B.H.P. now in stock

also spare parts.

Works Tel. K.21.

Manager... K.329.

Secretary... K.369.

Harbour Engineer... K.28.

Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The U. S. S. B.

S.S. "WEST IRA"

having arrived from San Fran-
cisco and ports on July 9, 1920,
consignees are hereby notified
that their cargo is being
landed at their risk into the
hazardous Godowns of the Hong-
kong and Kowloon Wharf and
Godown Company, Limited and
stored at consignee's risk.

All broken, chafed and damag-
ed cargos are to be left in the Go-
dowens until Wednesday, July 14,
1920, when they will be examined
by Messrs. Carmichael & Clarke
at 2.30 p.m., Wednesday July 14,
1920.

Claims will not be accepted
unless cargo is so examined by
said surveyors, prior to the above
date.

All claims must be presented
within a month of the steamer's
arrival here, after which they
will not be recognised.

No Claims will be admitted
after the goods have left the
godowns.

All goods remaining after July
16, 1920, will be subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their bills of lading for
countersignature.

THE ROBERT DOLLAR CO.

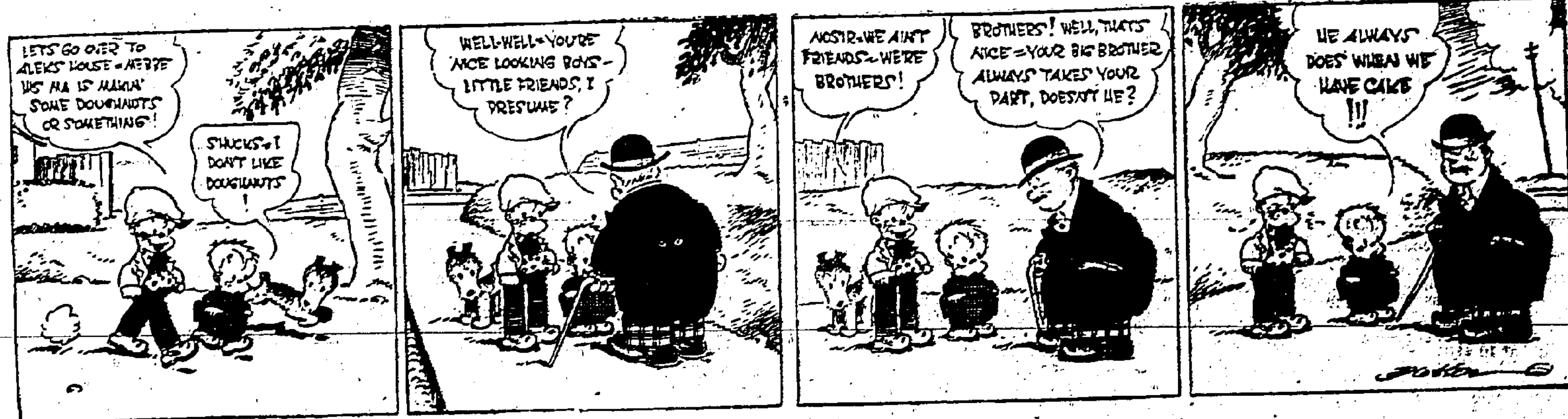
Agents.

Hongkong, 9th July, 1920.

FRECKLES AND HIS FRIENDS

His Part Is Easy To Take.

BY BLOSSER.



Delicious

Junket

can be prepared in a few minutes by using

Watson's

Freshly concentrated

Essence of Rennet

In bottles sufficient to make 32 pints

60 cents each.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Phone 16.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 16, 1920.

KING COAL.

When Reuter sends us cables dealing with such matters as a new demand by the Home coal miners it is a little hard for us out here to gauge the true significance. Thus it was that a few days ago, when we received such news, we were apt to dismiss it with the thought that it was only another demand by labour that would "fizzle out" or at least be modified when the true position of the industry came to be known. Whether the demand is reasonable or not we still have our doubts, but the matter on which we have no doubt at all is the very serious importance of the coal industry in relation to the well-being of the country. Britain's trade, the running of public services, in fact the welfare of the whole community is dependent on a steady and ample supply of coal, and our hope is that it will be a very long day before the country is made to suffer the effects of a miners' strike.

It may not be generally known that one of the most serious factors in the present outlook for Britain's foreign trade is the coal shortage. The importance of coal exports to British commerce is much greater than appears upon the surface. The value of the coal exports in themselves is far from being the only consideration. In the ordinary way British exports consist mainly of manufactured articles whose bulk, in proportion to their value, is small compared with that of the food and raw materials that constitute the greater part of our imports. Accordingly, our shipping would normally have only a small portion of its space occupied on the outward voyage, with the natural result of high freights to make the two voyages profitable. At this point our coal exports come to the rescue, by helping to fill our outward-going vessels, with the result of lower freight charges and consequent cheapening of food for our consumers and raw materials for our manufacturers. But the shortage that has recently come about in the coal output has fallen mainly upon the export trade. Sir Leo Chiozza Money has computed that in the aggregate the exports of coal, coke and manufactured fuel have fallen from 97,718,000 tons in 1913 to 50,457,000 tons in 1919. In April of this year our coal exports fell to 1,995,000 tons, as compared with 2,563,000 tons in April, 1919, and 6,851,000 tons in April 1913. Moreover, the coal that is now being sold is admitted to be much inferior in quality to what was produced before the war. Every householder knows how great this deterioration has been in domestic coal, and the fall in the power value of industrial coal is estimated officially at no less than 30 per cent. Unless, therefore, the output can be largely and speedily increased the choice seems to lie between a cutting down of the supply for use at Home—with disastrous results upon industrial efficiency—and a still further curtailment of coal exports. The shortage at Home is so acutely felt that various Chambers of Commerce and similar bodies have been passing resolutions urging that the Government should further restrict or even altogether prohibit the exportation of coal, a policy which, in the long run, would no less gravely imperil the country's economic prosperity. Never before was the supremacy of "King Coal" in the industrial world so clearly evident. Fortunately the latest returns show welcome signs of an upward tendency in the coal output, encouraging the hope that, after all, no such desperate choice of alternatives may be necessary. For the week ending April 24 the total coal output rose to 4,926,666 tons, which is the best figure for any week in the last twelve months. This, however, is still far short of the national requirements, for we need nearly 6,000,000 tons a week to give us back our pre-war standard of production.

Possibly the situation may be alleviated by the discovery of methods of utilizing the mountains of waste coal dust that have been accumulating at all the collieries. There has lately been reported an invention which promises to make all coal dust, anthracite waste, all kinds of peat and lignite and, indeed, any waste product having calorific value into an admirable coal substitute for domestic or industrial purposes. The new product is called "laminated coal" because it is manufactured by building up the block by successive layers, thus imitating the natural process of coal formation. It is anticipated that this "laminated coal"—which, it is claimed, has an even greater heat value than natural coal—can be produced so as to be placed on the market at 10 shillings a ton less than ordinary coal and still allow a handsome profit to the collieries.

NOTES & COMMENTS.

SIR MATTHEW NATHAN.

Admirers of Sir Matthew Nathan—and there are many in Hongkong—have followed with deep interest his career since he gave up the Governorship of this Colony to go to Natal. That was only just thirteen years ago, but in that period Sir Matthew has had a most varied career, having held no fewer than five different positions, not counting his employment on London defences in the year 1915. The greater part of that time has been spent in the Old Country, but now our former Governor goes to one of our great self-governing Dominions on appointment as Governor of Queensland. As Governor of Hongkong, Sir Matthew Nathan was, by general consent, regarded as a great success. His administration was characterised by practical progress in many directions, and he left the Colony much to the regret of every section of it. Amongst the most prominent of his works here was the inauguration of the Kowloon-Canton Railway, whilst he also did a great deal for the Colony by his deep interest in typhoon precautions, his care for the Colony's water supplies and his enthusiasm in the cause of volunteering. When he left Hongkong, he was the recipient of addresses from the civil servants, the general public, and the Chinese community as well as the Japanese residents of Hongkong. He discharged the duties of his office here with honesty of purpose and marked thoroughness, added to which he displayed a charm of personality which made him popular everywhere. His talents as an administrator have been lying rather dormant since he has been in the Old Country, but he will now have a new aspect of Imperial life to handle, and his friends in Hongkong will wish him well in the task.

GERMANS TEMPORISING.

One of yesterday's cables stated that a grave situation had arisen at Spa by reason of the unsatisfactory attitude of the Germans on the coal question. Although the Allies have very materially reduced the provisions of the Peace Treaty so far as the amount of coal to be delivered is concerned, the German delegates now talk about the difficulty of securing the owners' and miners' consent and make an offer considerably below the Allied requirements, even this being conditional upon the possibility of improving the feeding and housing of the workers. The President of the Spa Conference has frankly told the Germans that the Allies cannot be content with this way of going on, and there is something to the point implied in the summoning of the Allied military leaders to the Conference. When it comes to talking about the carrying out of the Treaty, the Germans appear to be very sane, reasonable-minded people; they are very glib with their promises, though. When the time for doing anything comes, they wriggle and temporise and evade the points at issue. But the patience of the Allies has its limits, and Germany will soon learn that she cannot trifle with her victors.

WORK FOR THE LEAGUE.

It is a most gratifying sign of the times that the Council of the League of Nations is taking up the dispute between Finland and Sweden regarding the sovereignty of the Aaland Islands, and that the Swedish and Finnish representatives have promised that no action shall be taken meantime to aggravate the situation. If the League can straighten out this difficult problem, it will not only be a feather in its cap, but it will show the way to the settlement of other thorny issues. The League has been subjected to a deal of scorn and ridicule by the incurable pessimists of many countries, but there can be no disputing the point that if world peace is to be established we must have some such international body as this to deal with difficult questions as they arise. All the signatories of the Versailles Peace Treaty (which means the principal countries of Europe, and Japan as well) have subscribed to the League ideal. If they are true to their word, they can maintain world concord; and when we see cases like that of the Aaland Islands being taken up, we feel hopeful for the eventual success of the movement.

DAY BY DAY.

JUSTICE IS TRUTH IN ACTION.

One fatal case of plague was notified yesterday, the victim being a Chinese.

We see amongst the Birthday Honours the name of Surgeon Rear-Admiral George A. Dresaper, who received the C.B. decoration.

The owners of three water boats were charged this morning before Commander C. W. Beckwith, R.N., Marine Magistrate for failing to renew their licences from April 1st last. They were fined \$20 each.

Before Mr. N. L. Smith, this morning, a Chinese woman was charged with ill-treating two children in Gage Street. The children became very ill and were taken to the Hospital. Mr. Leo d'Almada appeared for the defence. The case was remanded, and the question of bail deferred pending the report of the medical authorities.

Last evening a most enjoyable entertainment, including a Chinese play, was given at St. Paul's College, when occasion was taken to present Mr. Wong Shui-pun, a teacher at the College, with a travelling trunk. Mr. Wong is shortly to leave for England to secure further training. Certificates were also presented to fourteen graduates and prizes to winners in the Chinese classes.

A well-dressed Chinese lad was charged this morning, before Mr. N. L. Smith, with trying to obtain \$665 by false pretences. Mr. Hall appeared for the prosecution and Mr. Davidson for the defence. It is alleged that the lad went to his Chinese friends and promised to get them passports for Peru. He was paid \$665 two months ago to secure nine such passports, and as he did not deliver them to his friends he was tackled by them, and he told them that he had spent the money. The case was adjourned.

A Japanese was charged this morning at the Magistracy, before Mr. R. O. Hutchison, with being drunk and disorderly last night at Wanchai. Inspector Kent told the Magistrate that he was talking to a friend last night outside the No. 2 Police Station, when the Japanese came up and bumped against his friend, and knocked him over. The Japanese insisted on "coming on" three times, and eventually he was taken to the charge room, but struggled violently. Four men were required to put him into the cell. He was fined \$5.

In spite of the fact that a Chinese defendant brought up this morning before Mr. R. O. Hutchison for obstructing the pavement in Queen's Road, only had a stove on the pavement ready to be delivered to Government House, he was fined \$2. The defendant's story did not cut any ice with the Magistrate. Asked Mr. Hutchison of Inspector Kent: "Anything known about him?" to which the reply was: "He has not been fined since October last year." Apparently he has become good since Government House has been giving him orders for making stoves.

This morning, a Chinese was brought up before Mr. R. O. Hutchison and charged with false pretences. The prosecuting Inspector said that the complainant was a merchant in Des Voeux Road. Yesterday morning a registered letter was received from Canton, informing him that a man called Lung Sing would call for payment of \$500 against goods already delivered to the complainant. As a matter of fact, the firm had to pay the person that wrote the letter \$2,000, and on the appearance of the defendant, who said he was Lung Sing, which the Police afterwards found out was not his name, the complainant's suspicions were aroused and he sent for the Police. The bill form appeared to be genuine, and was probably picked up in Canton, but the signature was forged. The Inspector informed Mr. Hutchison that he (the Magistrate) could not try the case, as it was over \$500 in value. Mr. Hutchison said the charge sheet mentioned "false pretence", but it appeared to him that it was really forgery. At any rate he would have to look up the Ordinance. The case was adjourned.

KOWLOON NOTES.

(BY "THE FERRYMAN.")

League tennis again suffered last week-end, owing to the wet weather, which made the fulfilment of fixtures impossible. During the mid-week, Civil Service managed to play off their tie with the United Services and won easily, thus securing the 2nd Division Championship. To-morrow they are due to play their final fixture, against K.C.C., and will make every effort to preserve their unbroken series of victories. Another match down for decision is that of Wigwam v. Craignower, which begins on the former's courts at 5 p.m.

Although their ground is not situated on the Kowloon side, the Civil Service is this year really a Kowloon team, since four of the six players reside on the peninsula. The team has done remarkably well in the League, and as the best all-round combination in the 2nd Division, thoroughly deserves the championship honours.

It was a pity that the Taikoo-Kowloon B. G. C. bowls match could not be played last week, as a fine tussle was promised. When it became too late to let the players know, the greens were found to be playable. Still, the teams will be able now to get in a little more practice before meeting. It will be a grim struggle when it does come off. To-morrow both Kowloon teams are at home, the K. C. C. to Taikoo, and the Bowling Green Club to Civil Service. These should be games worth watching.

The officials of the K. C. C. will probably spend to-night "jossing" the Clerk of the Weather, for, assured kindly treatment by the elements, nothing will be missing to make to-morrow night's open-air concert a huge success. A really bright and novel entertainment is promised; and to stroll about on the cool grounds of the Club or settle down in the comfy chairs to be provided should be a far more congenial way of forgetting the heat than loitering about on the verandah after dinner.

Much mystery surrounds the identity of the Black Cats who are to appear in to-morrow's all-fresco concert. Who are they? What are they? Whence do they come? What will they do? Well, if you really want to know, I can tell you how to find out—go and see them!

What am I going to say about the heat? Words fail me; I feel like the person who fozzled at golf—tongue-tied. If it's hotter in the next world than it's been here, then it must be "some" place, believe me. But cheer up—we're getting through the summer, even if the summer is also getting through us. And it's strange how soon we forget perspiration, prickly heat, flying cockroaches, "squites", and all the rest of it. Wait till winter comes round—then you'll be able to joke about the discomforts of the summer. 'Tisn't much of a joke now, though: is it?

I've heard many people enquiring what it is that is being constructed off the foreshore near the railway station. Well, it's a concrete pier, which is being built to accommodate junks discharging cargo for railway transhipment. The need of such a place has long been felt, and now the railway has decided to get on with the work. But when are we to get a newer and better public pier? Search me!

That's all for this week. It's been hard work churning out these few lines. Wonder how those newspaper chaps manage to keep on scribbling week in and week out, summer and winter? Confound the prickly heat! Another mosquito bite, too! Boy—one piece whisky soda; plenty color! Oo! That's saved my life!

FRENCH CIVIL SERVANTS' RIGHTS.

The French Cabinet has approved the text of a Bill which authorises civil servants to form "professional groups" with extensive civil rights, but the existence of associations in the form of trades unions or the adhesion of such civil servants' associations to the General Confederation of Labour will be prohibited.

TORRID TOPICS.

(BY "TONY.")

PERSPIRATION AND A SUNSET.

Ninety-one in the shade in this humid atmosphere! As you swelter in the office chair your thoughts turn eagerly to long ice drinks and bathing parties. The mind dwells affectionately on polar expeditions and appreciatively on the frozen stares gratuitously delivered by haughty dames, which at other times are thought to be irritating. The poor old body, overtaken by the torrid weather, replies with prickly heat, which torments like a thousand greenhead ants. At last the office is left to the tender mercies of the number one boy and in turn to the night watchman. You board a tram car for North Point and perspiring climb the steep stairs to the deck to find every seat occupied by Chinese. So you stand the whole way to the beach. Allah be praised! Here at last you will be able to cool off. You hurry into your one-piece bathing suit and eagerly splash into the inviting sea. Faugh! It's as tepid as the afternoon cup of tea which the coolie brings you from the cafe. Later, the evening cools a little. You sit on the beach and think reminiscently of other days: the surfing at sunny Manly, the delightful mixed bathing at Havre, the cool dip in the blue sea at Folkestone, and the wonderful bathing days at Cape Town. The light fades, and the sun throws a glorious rosy hue on the water; a junk passing through it looks ruddy and almost beautiful. The tints slowly change to shades of delicate grey, and the sea is the colour of polished pewter. The daylight is nearly past. As you watch the Hongkong sunset and drink in its beauties, your thoughts of other days go scurrying back to the recesses of your memory. There are worse places than Hongkong.

A STORM IN A JOURN-LESTIC TEACUP.

A few days ago the usual brightness of the newspaper firmament was darkened by a squall. A black cloud moving from the direction of Queen's Road hovered over Wyndham Street. A low growl of thunder accompanied a flash of lightning. Another cloud scudded along swiftly. More thunder. More lightning. A few drops of rain fell. The clouds passed on with a final rumble. The sun came out and shone in blue skies once more. The squall had passed.

COFFEE.

My favourite beverage—coffee—that incomparable, stimulating beverage—the fragrant breakfast cup—has been forbidden me by the doctor. Woe unto me. For that is a calamity indeed. At the time of my sentence, I read in the morning paper a statement by a medical specialist that coffee is remarkably bad for the nerves. It has much the same effect on them as a cockroach on a banana, or fantan on your money at Macao. As I finished my breakfast with one more cup of the forbidden drink, I thought what a tremendous lot of coffee must be consumed in Hongkong.

WILT THOU?

What an example the Wilts. Regiment have shown our local people by their commemoration of the Battle of Trones Wood. They have not forgotten deeds that have made history. Bravo Wilts! There are no Wonts among you.

WINSTON AND THE DIGGER.

Early in 1917, I was passing the entrance to the House of Commons, when Winston Churchill, portly and silk hatted, walked leisurely through the gates. A policeman saluted him. There was nothing remarkable about that. But I was struck dumb with astonishment when I saw an Australian soldier come to the salute. Even Winston could scarcely appreciate the fact for a moment, for he hesitated before he responded. I have wondered since if he was the same Australian whom Punch asserts indignantly denied saluting first as he thought he was returning the salute. Or perhaps the "Digger" was unconsciously practising bending his arm at the wet canteen bar.

COLLOQUIAL COMMENTS ON SOCIAL DISTINCTIONS OUT EAST.

(By Natives of New York, Sydney and London.)
The New Yorker:—You sure have got some boneheads in this little old city. I guess there'd be something doing in New York

GODOWN THEFTS.

BECOMING WORSE AT KOWLOON.

On the authority of Mr. J. Summers of the Kowloon Godowns, pilfering has been rampant in the godowns for some time. This morning the No. 1 of a lighter was brought up before Mr. Hutchison on the charge that he pilfered 1,666 lbs. of scrap iron and a large quantity of rubber from a consignment that he was asked to transport from the S.S. Eastern Trader.

A watchman of the godowns said that on Wednesday evening he was on duty on the lighter of the defendant which was lying alongside the Eastern Trader. After all the cargo had been discharged, he suspected that some more cargo was lying on the lighter and he made a search, and found scrap iron and rubber on both the aft and fore holds. The No. 1 man was arrested and taken to the Police Station.

Mr. Summers said that on the 6th the defendant's lighter was used, and from that day till the 14th regularly by the Kowloon Godown Co. On the 6th, the defendant was sent to take delivery of the cargo from the Eastern Trader. It was a cargo of scrap iron and various stuff. On the 14th he was sent to the China Navigation's godowns at West Point. After the watchman had reported the find on the defendant's lighter, witness personally inspected the lighter and found 392 lbs of scrap iron and 15 lbs. of rubber.

The defendant was sentenced to three months' hard labour.

before they'd be like you poor fish who fall for the prize punch like a potato bug to a Hayseed.

The Sydney Larrikin:—Square dinkum, you'll do me, Cobber. It's got me bent to see a lot of blokes like you squinted at by a lot of flaming King pins and Janes. Cripes, it's enough to send a bloke on the shicker.

The Cockney:—Gor Blimey. You ain't aff a lot of mugs. Strike me pink if I'd stand being messed about like a lot of puppy dogs. It's enuf to give a bloke the ori over.

A PARABLE.

We heard and read rather much of Socialism, Bolshevism and other cults with ideals concerning the equality of men. Here is a little parable which, if thoughtfully considered, may have a bearing on the answer as to the practicability of Socialism.

A man of culture and refinement, brought up by a gentle mother in a gentle family, was wrecked on a jagged island in the Southern Pacific. With him were three others, a young woman of his own class and two sailors. The latter were of the lower classes—illiterate and ill-brad. Gradually, through his superior intelligence, the cultured man assumed the leadership of the little party, and for a while all was well. There was plenty of nature's own food on the island; and with little work to do, the castaways grew sleek and well-nourished. Time passed, and they discarded the now ragged garments of civilisation and made their clothes from the skins of animals. Beards grew on the men, and their bodies became pigmented through the sun and weather. Long acquired manners dropped from them as primitive nature asserted itself. Then the two sailors cast covetous eyes on the woman, and more and more they eyed each other and the cultured man with a suspicion of sinister designs. One day one of the sailors met the woman alone and endeavoured to embrace her. The other sailor, who had planned to claim her for himself, came along at that moment and attacked the other with bestial rage and jealousy. From a distance the cultured man, who had anticipated this, watched the stronger man kill the other with his hands. For many days he had surreptitiously sharpened their only knife on a stone, for he was the cook to the little community, and he had waited patiently for what he knew was inevitable. With the stealth of a wild animal he crept behind the victor, who was about to claim his prize, and plunged the knife into his back. Then the man of culture and intelligence kept the woman for himself. And she went to him willingly.

NOTICES

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REUTER'S TELEGRAMS.

(Continued from Page 1)

EMPIRE FOREST CONFERENCE.

INTERESTING RECOMMENDATION.

London, July 15.
The British Empire Forest Conference has unanimously approved of the suggested standardisation of forest terminology throughout the Empire. Mr. Mackay of the Forests Commission, Victoria, introduced the subject of Empire resources and consumption and presented an interesting tabulated statement in that connection. In the discussion on the scope for Imperial development stress was laid on the fact that the United Kingdom and the chief timber using portions of the Empire might take a greater proportion of their timber from the Empire than they did in war time; secondly, that to this end a commercial survey of timber available in the Empire was most important; and, thirdly that Forest Departments should closely co-operate with trades using timber in the planning and exploitation of timber supplies and guaranteeing the quality and species of timbers exported from the Empire.

RELIEVING WAR DISTRESS.

APPEAL BY LORD MAYOR.

London, July 14.
The Lord Mayor of London is appealing on behalf of the Imperial War Relief Fund to combat disease and distress in the war stricken areas of Europe and Asia. He says that £1,000,000 is required immediately and points out that "for the first time India, the Dominions and other possessions of the Crown beyond the seas are being invited to make common cause with the Mother Country in an unselfish campaign for the betterment of humanity". He emphasises that the chance is now presented to make an arresting demonstration in the name of our united British peoples for the solace and healing of nations.

TO-DAY'S CHINESE TELEGRAMS.

THE CRISIS FIZZLING OUT.

Shanghai, July 15.
After the issue of the Armistice Mandate the officers of the two armies have resumed their friendly attitude and exchanged calls.
The Tachuns of Shantung and Anhui have been instructed by Tuan Chi-jui to stop mobilisation temporarily.
Chan Jok-lin is now actively carrying out mediation between the two sides. It is said that both Tuan and Tso have agreed to make some concessions.
Chin Wan-pang has laid before the President the terms for peace demanded by both sides, and proposed that Chan Jok-lin should be ordered to act as mediator.

TO-DAY'S MISCELLANY.

The Times and other newspapers are all writing little essays on the popularity of the road, restored to favour by the motor car or char-a-banc. The railways are quite apparently undergoing a set-back, due largely to the increased cost of travelling and the abolition of holiday trains at special fares. There is apparently still a financial advantage on the side of the train; but the motor vehicle scores by reason of the fact that, the last suburban street passed, the holiday is in full swing. Great numbers of one day trips were carried out at Whituntide; but there is a steady increase of tours extending from three to eight days in which hundreds of miles of Britain are brought directly under the eye of the tourist. Edinburgh, everyone will observe, is becoming a busy motor centre. "Assembly Sunday" this year at any rate—with the conjunction of Whituntide—might as well have been labelled "Motoring Sunday."

There are several indications (says a Home paper) that British Labour is less enamoured of Bolshevism and Bolshevik institutions than it was a few months ago. The publication of details of the working of the system has induced a somewhat different state of mind, and it is significant that even the conducted tourists, after their limited and guarded touch with the actual state of affairs, return to this country with their ardour cooled and their descriptions qualified by many excuses. This new state of mind may be more clearly indicated when the report is issued of the British Labour leaders who recently visited Russia, and whose first telegraphed message suggested glowing admiration for Lenin and Trotsky's handwork. The message hardly defined their conclusions, and their report may show that they have reached the definite belief that the Soviet system of government is not suited to this country. Similarly the I.L.P. inquiry has brought the conviction that it is not desirable for the British Socialist movement to depart in any way from its own policy to copy that of the Bolsheviks. Bolshevism, it is explained, is more suitable for a country in the infant stage of industrial development than for a country like this.

Why are tennis racquets so dear? To begin with, said a manufacturer who set up for himself before he was 17, and has been "through the mill," the cost of the gut alone—best English gut is £1, without adding the cost of stringing. There is not much profit on the £2 now charged for restringing. Then the trade union rates for all processes are constantly rising, with the prospect of a big jump of 40 per cent. almost immediately. And the workers control the number of grades which may be marketed. The manufacture of racquets, bats and balls, both cricket and football, is passing rapidly from England to India, where labour is infinitely cheaper, and there is no restriction on output. Home industry racquets are fetching from 40s. to 65s. whereas the imported article may be found priced at 22s. From the same authority it was gathered that in sports goods, especially in cricket balls, there is a definite limitation of output, entrance to the craft being as jealously guarded as the portals of a well club. The result is an absolute famine in English cricket balls, which is only alleviated by importation from India. "We do not like encouraging outside markets," added the expert, "but without imported goods our chief sports would suffer partial extinction."

The decay in the study of the classics is vividly reflected in the present House of Commons, where Latin is seldom heard from the lips of our statesmen, and Greek never. The Press Gallery appears to be even more at sea with the writers whom our Victorian orators quoted at length in their more specious days, and a simple Latin epitaph, common enough on many a village tombstone, cannot be rendered in the newspapers correctly. Just a month ago Mr. Asquith, in his criticisms of the Budget, suggested the possibility of a resurrection for the abandoned land values tax. Next morning the Times announced that the Leader of the Opposition had said: "Not requisit but resurgam" (not "Let him lie in peace" but "I shall rise again"). The Morning Post and the Daily

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Telegraph varied the words by putting resurgam in the third person, but Hansard reduced the phrase to nonsense with the version, "Not resurrexit but resurgam (not He has risen but I shall rise)". What Mr. Asquith really said was none of these, as he has just informed a correspondent, and for a correct rendering one has to go to "Punch's" Parliamentary Diary, who, with an artist's assistance, gave "Not resurrexit but resurgam" (not "Let him rest in peace" but "He will arise").

SUPPRESSION OF MASONRY IN HUNGARY.
Copenhagen, May 31.—According to a Budapest telegram yesterday's date, the Minister of the Interior has issued a decree by which all Freemasons' lodges, societies, and institutions will be finally dissolved and their funds confiscated and devoted to humanitarian purposes. The ground for the step is said to be that the lodges, even before the war, were revolutionary centres and later took an active part in the development of movements against the State.

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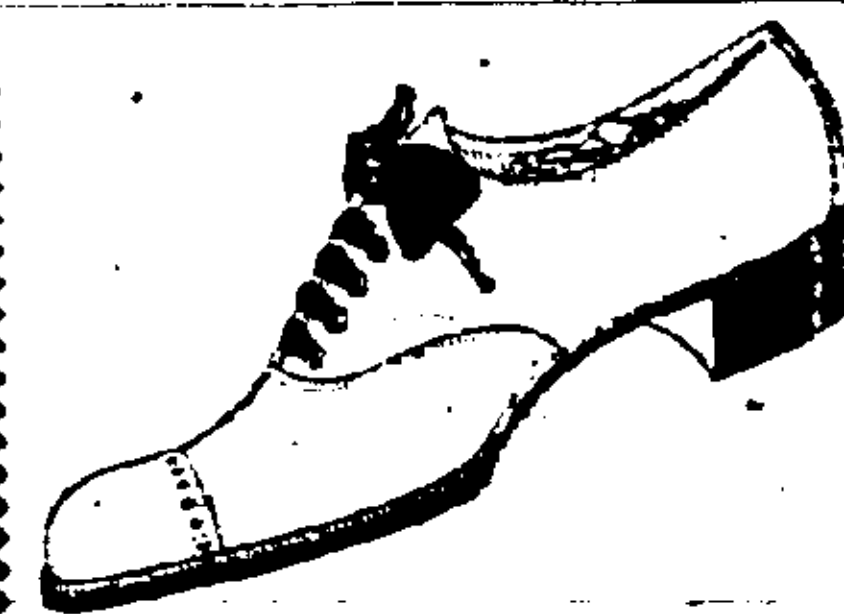
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Monteagle...	Oct. 26 Nov. 19
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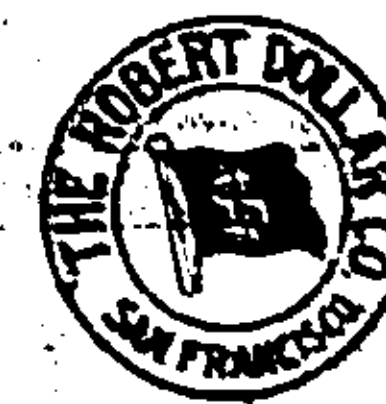
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PACIFIC SHIPPING.



DOLLAR LINE



SAILINGS FROM HONGKONG FOR
VANCOUVER.

NEW YORK VIA PANAMA.

STEAMERS.	SAILING DATE.
"GRACE DOLLAR"...	AUG. 3RD.
"MELVILLE DOLLAR"...	SEPT. 17TH.
"HAROLD DOLLAR"...	OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada

"Movements subject to change without notice."

For particulars for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING
THIRD FLOOR

TEL. 795.
792.

SAN FRANCISCO.

U.S.S.B.

"WEST HARTS"

VIA KOBE on July 16th.

THE ROBERT DOLLAR CO.

Tel. 795 & 792

Gen. P. O. Bldg.

3rd Floor.

HONGKONG
SINGAPORE

\$

SAIGON
SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS

NEXT SAILING

U.S.S.B. "LAKE FARRAR"

Sailing on July 17th.

Operated on behalf of U.S.S.B. Emergency Fleet
Corporation. Through B/L issued to any port or
common point destination in America or Canada.

For particulars and bookings apply to:-

THE ROBERT DOLLAR CO.

Tel. 792 RAY E. GUNN Gen. P. O. Bldg.
795 Manager.

SAILING DATES.

EUROPE, U.S.A., ETC.

West Hart	R. D. Co.	July 16
Aberdeen	P. M. Co.	July 16
Lake Farrar	R. D. Co.	July 17
Celebes	M. O. S. K.	July 17
West Caledonia	P. M. Co.	July 17
Himalaya	M. O. S. K.	July 17
Persia	M. T. K. K.	July 17
St. Albans	P. & O.	July 18
Kaisho	M. T. K. K.	July 18
Koketicut	P. M. Co.	July 18
Tokushima	M. N. Y. K.	July 19
Colorado	S. S. & D.	July 19
Kathlan	B. L.	July 20
E. of Japan	C. P. O. S.	July 20
Manila	M. O. S. K.	July 20
Alta	M. O. S. K.	July 20
Burma	M. O. S. K.	July 20
Awa	M. N. Y. K.	July 20
Tokwa	M. N. Y. K.	July 21
Nikko	M. N. Y. K.	July 21
China	C. M. Co.	July 22
Altai	M. O. S. K.	July 22
Devanah	P. & O.	July 23
Kohsoku	M. O. S. K.	July 24
Wheatland	P. S. Co.	July 25
Pawlet	P. S. Co.	July 26
City of Oran	B. L.	July 27
West Montpelier	L. A. Co.	July 28
Eldridge	P. S. Co.	July 29
Iyo	M. N. Y. K.	July 29
E. of Asia	C. P. O. S.	July 29
Lowther	C. D. & Co.	July 30
West Ivan	F. W. Co.	July 30
Siam	M. O. S. K.	Aug. 3
Grace	D. R. D. Co.	Aug. 3
Peking	B. L.	Aug. 6
Atsuta	M. N. Y. K.	Aug. 6
Kalyan	P. & O.	Aug. 7
Mexico	M. O. S. K.	Aug. 8
Taiyuen	B. & S.	Aug. 8
Penang	M. N. Y. K.	Aug. 9
Siberia	M. T. K. K.	Aug. 10
Elkton	P. S. Co.	Aug. 10
Tenyo	M. T. K. K.	Aug. 11
Monteagle	C. P. O. S.	Aug. 12
Toyohashi	M. N. Y. K.	Aug. 15
Aki	M. N. Y. K.	Aug. 18
Nanking	C. M. Co.	Aug. 19
Harold	D. R. D. Co.	Oct. 9
West Hixton	L. A. Co.	Oct. 10
Eastern	P. & O.	Aug. 20
Africa	M. O. S. K.	Aug. 21

JAPAN, COAST PORTS, ETC.

Shidzuoka	M. N. Y. K.	July 16
Hailong	D. L. Co.	July 16
Loongang	J. M. Co.	July 16
Kaifong	B. & S.	July 16
Kusichow	B. & S.	July 16
Tean	B. & S.	July 17
Tjmanoeck	J. C. J. L.	July 17
Hanyang	B. & S.	July 17
Kalyan	P. & O.	July 17
Cheongshing	J. M. Co.	July 18
Burns	M. O. S. K.	July 18
Amakusa	M. O. S. K.	July 18
Kanagawa	M. N. Y. K.	July 19
Haihong	D. L. Co.	July 20
Chinbus	B. & S.	July 20
Shantung	B. & S.	July 20
Aki	M. N. Y. K.	July 21
Tsialak	J. C. J. L.	July 21
Hopsang	J. M. Co.	July 21
Wingsang	M. J. M. Co.	July 21
Shin-i	M. N. Y. K.	July 22
Laisang	J. M. Co.	July 22
Sinkiang	B. & S.	July 22
Haiching	D. L. Co.	July 23
Luzon	M. O. S. K.	July 24
Tjiliwong	J. C. J. L.	July 26
Torilla	P. & O.	July 26
Tjilatjap	J. C. J. L.	July 29
Sosho	M. O. S. K.	July 29
Tatsuno	M. N. Y. K.	July 30
Kaga	M. N. Y. K.	July 30
Pensang	M. N. Y. K.	B. Aug.
Unnan	M. O. S. K.	Aug. 1
Tango	M. N. Y. K.	Aug. 21

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "KEKETTICUT"

18TH JULY.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478 5th floor
Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.
HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. WEST MONTPELIER	July 25	S.S. WEST MONTPELIER	July 28
S.S. WEST HIXON	Aug. 20	S.S. WEST HIXON	Aug. 23
S.S. VISITA	Sept. 12	S.S. VISITA	Sept. 15
S.S. WEST HIXON	Oct. 7	S.S. WEST HIXON	Oct. 10

Through Bills of Lading to all U.S. and CANADIAN OVER-
LAND POINTS. No transshipment en route.

Ships in connection with the Salt Lake, Santa Fe and Southern
Pacific Railroads.

HEAD OFFICES:

LOS ANGELES, CALI.

BRANCH OFFICE:

KOBE, SHANGHAI,
MANILA, SINGAPORE.

HONGKONG OFFICE:

Prince's Building, Chater Road,

Telephone No. 1062.

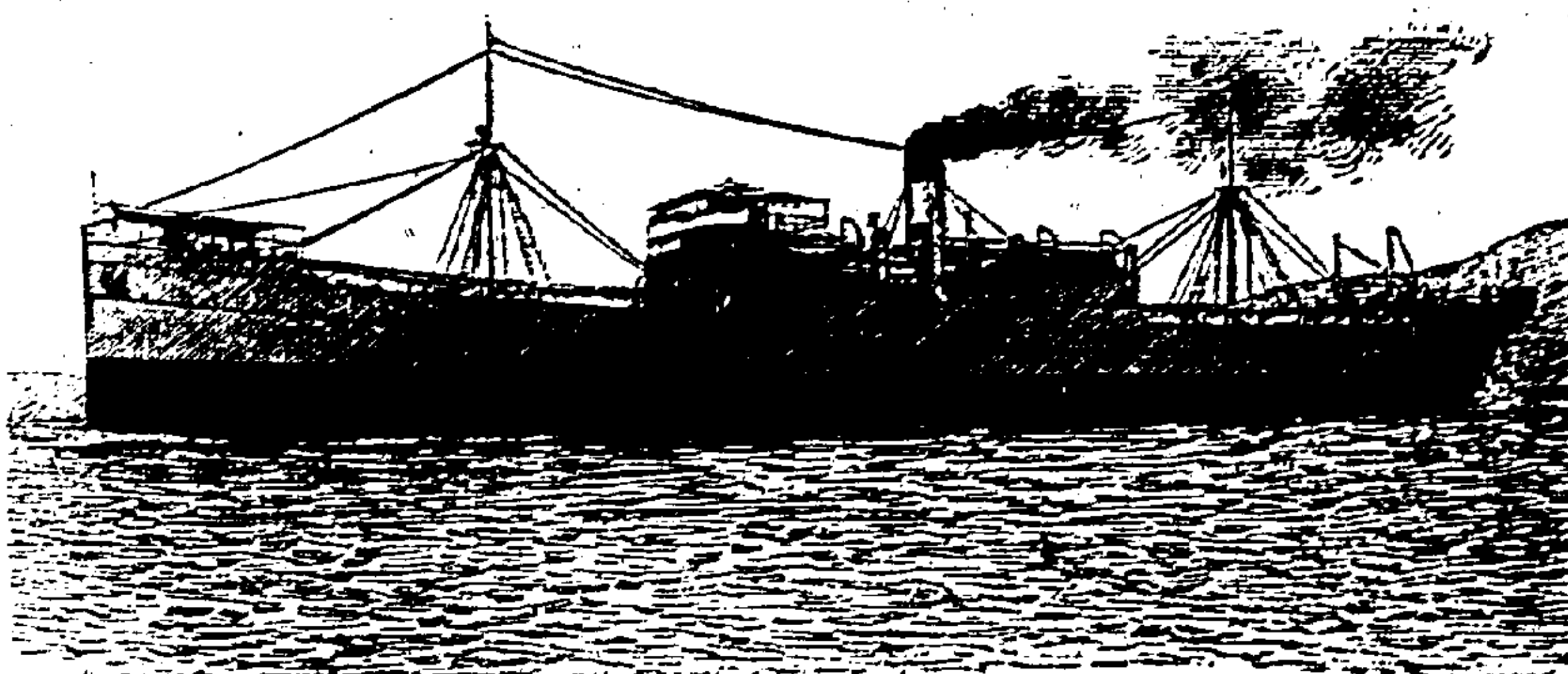
CHAS. E. RICHARDSON,
General Agent for South China.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.: 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DILWARA		17 July, 4 p.m.	S'pore, Colombo & B'har
DEVANHA	8,100	23rd July	S'pore, Penang, Colombo, Port Said, Marseilles, London and Antwerp.
KALYAN	9,000	7th Aug.	

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,200	23rd July, 1 p.m.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	19 July noon	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
EASTERN	4,000	20th Aug.	

SAILINGS TO SHANGHAI & JAPAN.

KALYAN	9,000	18 July, 5 light	Shanghai, Moji & Kobe.
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WIRELESS ON ALL STEAMERS

Passenger Messengers not more than 24 hours in advance will be received at the company's Office up to noon on the day previous to sailing.

For Passage Rates, Freight, etc., apply to MACKINNON, MACKENZIE & CO. 22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHI MARU (Calling Manila) Sun., 15th Aug., at 11 a.m.

KASHIMA MARU (Calling Manila) Mon., 16th Aug., at 11 a.m.

FUSHIMI MARU (Calling Manila) Sat., 14th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

IYO MARU (Calling Manila) Thursday, 23rd July, at noon.

ATSUTA MARU (Calling Manila) Friday, 24th Aug., at noon.

HAMBURG, LONDON & ANTWERP via Banjoeang, Serabaya, Colombo, Suez and Port Said.

MARSEILLES & LIVERPOOL via S'pore, C'bo, Suez & Port Said.

TOKUSHIMA MARU (Calling Manila) Tuesday, 20th July.

AWA MARU (Calling Manila) Tuesday, 22nd July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU (Calling Manila) Wednesday, 21st July, at 11 a.m.

AKI MARU (Calling Manila) Wednesday, 18th Aug., at 11 a.m.

NEW YORK via the Suez Canal.

TOKIWA MARU (Calling Manila) Tuesday, 20th July.

SOUTH AMERICAN PORTS via Singapore, Rangoon & Calcutta.

PEWANG MARU (Calling Manila) Monday, 9th August.

BOMBAY & COLOMBO via Singapore.

SHIN-I MARU (Calling Manila) Thursday, 22nd July.

CALCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU (Calling Manila) Wednesday, 23rd July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU (Calling Manila) Wednesday, 21st July, at 11 a.m.

TANGO MARU (Calling Manila) Saturday, 21st Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

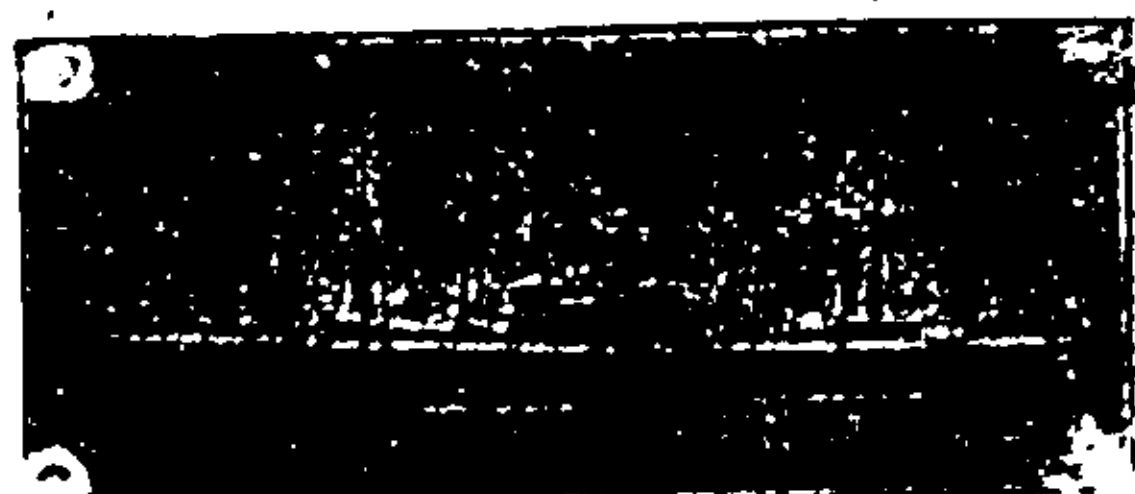
KANAGAWA MARU (Calling Manila) Monday, 19th July.

KAGA MARU (Calling Manila) Friday, 30th July, at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

Steamer	From	Expected in or about	Will leave on or about	For
Tjimanok	Japan	in port	17th July	Java.
Tjisalak	Java	in port	21st July	Yokohama.
Tjiuwong	Java	20th July	25th July	Amoy/S'hai.
Tjitalap	Java	25th July	29th July	Swatow.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"MEXICO MARU" 8th August.

"CHICAGO MARU" 14th September.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" Tuesday, 20th July.

"SIAM MARU" Beg. of August.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" Sunday, 1st Aug.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KOSOKU MARU" Saturday, 24th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"MAKILA MARU" Tuesday, 20th July.

"AFRICA MARU" Saturday, 21st Aug.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"ALTAI MARU" Thursday, 22nd July.

SAN FRANCISCO & NEW ORLEANS.

"CELEBES MARU" Saturday, 17th July.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"LUZON MARU" Saturday, 24th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" Sunday, 18th July.

TAKAO via SWATOW & AMOY.

"SOSU MARU" Thursday, 29th July.

For sailing dates and further particulars please apply to Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer. Arrives Hongkong from Australia. Leaves Hongkong for Australia.

CHANGSHA 10th July 15th July.

TAIYUAN 3rd Aug. 8th Aug.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamer Sailing

LONDON & HAMBURG "KATHLAMBA" 20th July.

LONDON "KANSA" 10th Sept.

LONDON "SWAZI" 20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD. General Agents.

or to REISS & Co. Canton

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

NEW YORK

S.S. "LOWTHER CASTLE"

Sailing on or about 29th July.

LLOYD TRIESTINO.

FOR SHANGHAI & JAPAN.

S.S. "INNSBRUCK" on or about 4th August.

S.S. "HUNGARIA" on or about 31st August.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BLADING TO LEVANT, BLACK SEA & DANUBE PORTS VIA SINGAPORE, PENANG & COLOMBO.

S.S. "PILSNA" Sailing on or about 9th August.

S.S. "INNSBRUCK" Sailing on or about 6th September.

S.S. "HUNGARIA" Sailing on or about 3rd October.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN, S.S. "BORNEO MARU" Sailing on or about 26th July.

For JAVA, "RIOJUN MARU" Sailing on or about 31st July.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAISEN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD. Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination Steamer Sailing

STRAITS & Calcutta Fooksang Sat., 17th July at 10 noon.

TIENSIN Cheongshing Sun., 13th July at 10 light.

SHANGHAI via Swatow Hopsang Wed., 21st July at 10 light.

MANILA Wingsang Wed., 21st July at 3 p.m.

MOJI & Kobe Laisang Thur., 22nd July at 5 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about July 17th, at 3 p.m. for SINGAPORE, PENANG and CALCUTTA.

Cargo accepted on Through Bills of Lading (Transshipment at Singapore) to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

S.S. "FOOSHING" will be despatched on or about July 16th, for JAVA PORTS via AMOY, SINGAPORE and PENANG.

Cargo accepted on Through Bill of Lading (Transshipment at Singapore) to RANGOON, PORT SWETTENHAM, MADRAS and CALCUTTA.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Manager.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail

MANILA, CEBU & ILOILO HanYang 17th July at 4 p.m.

SHANGHAI & TSINGTAO Tean 17th July at 4 p.m.

AMOY, SHAI & PEKOW Shantung 20th July at 10 a.m.

SWATOW & BANGKOK Chintun 20th July at 11 a.m.

WEIHAIWEI, CHEFOO, NEW CHWANG & TIENSIN Huchow 21st July at 4 p.m.

SHANGHAI Sinkiang 22nd July at noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao weekly, taking cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'low.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong July, 16, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Hailong J. S. Thomson, FRI., 16th July at 2 p.m.

Hailong W. C. Passmore, TUES., 20th July at 2 p.m.

Hailong A. H. Stewart, FRI., 23rd July at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"CITY OF ORAN" via Suez 27th July.

"BIRMINGHAM CITY" via Suez 27th Aug.

"BIRMINGHAM CITY" via Suez 6th Sept.

"CITY OF DUNKERK" via Suez 20th Sept.

* Calls also at Boston.

Steamers proceed via Suez Canal or Panama Canal, at Owners' option. Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO., CANTON.

SHIPPING:

VESSELS ARRIVED.

From Hongkong the China Navigation "PAOTING" brought yesterday 2,150 tons of coal for Hongkong—Mooring B 12.

The P. & O. vessel KALYAN arrived yesterday from London with 1,200 tons of general merchandise for Hongkong and 1,900 tons for the North. She had 169 bags of mails for Hongkong and 210 first-class passengers—Mooring Kowloon Wharf.

The O. S. K.'s CELEBES MARU came in this morning from Calcutta with 3,589 tons of cargo for Japan—Mooring D 25.

From Batavia the TJIJALAI arrived here this morning 4,200 tons of sugar, paraffin, wax, and candles and had on board 2,639 tons of sugar, wax, etc. for other ports—Mooring A 27.

The s.s. CHINA arrived in port this morning with 2,400 tons of general merchandise and flour for the Colony from San Francisco. Her passengers numbered 71 first class, 37 second class and 230 third class—Mooring A 6.

From Saigon the s.s. CADDO-PEAK brought yesterday 2,000 tons of rice.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. AKI MARU (Australia Line) left Sydney for this port via Manila on the 1st July, and is expected here on the 20th July.

The N. Y. K. s.s. KANAGAWA MARU (Bombay Line) left Bombay for this port via Tuticorin on the 1st July and is expected here on the 18th July.

The R. M. S. EMPRESS OF ASIA left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on the 1st July and is due here on or about the 22nd July.

The N. Y. K. s.s. KANGAWA MARU (Bombay Line) left Tuticorin for this port direct on the 7th July, and is expected here on the 18th July.

The N. Y. K. s.s. AKI MARU (Australia Line) left Thursday Island for this port via Manila on the 9th July, and is expected here on the 20th July.

The N. Y. K. s.s. TOKIWA M. (New York Line) left Yokohama for this port via Nagasaki on the 11th July, and is expected here on the 20th July.

The Ben Line s.s. BENLAWERS from Middlesbrough and London left Singapore for this port on 11th instant and may be expected to arrive here on or about 17th instant.

The R. M. S. EMPRESS OF ASIA arrived at Yokohama on 12th July p.m. left there 13th July a.m. and is due at Hongkong on 23rd July a.m.

The E. & A. Co. s.s. ST. ALBANS left Moji for this port on the 13th instant at p.m. and is due here on the 17th instant at about 4 p.m.

The B. & S. s.s. SHANTUNG, left Shanghai 13th inst. and is due Hongkong on 16th inst.

The N. Y. K. s.s. CALCUTTA M. (Hamburg Line) left Rotterdam for this port via Suez on the 23rd June, and is expected here on the 11th August.

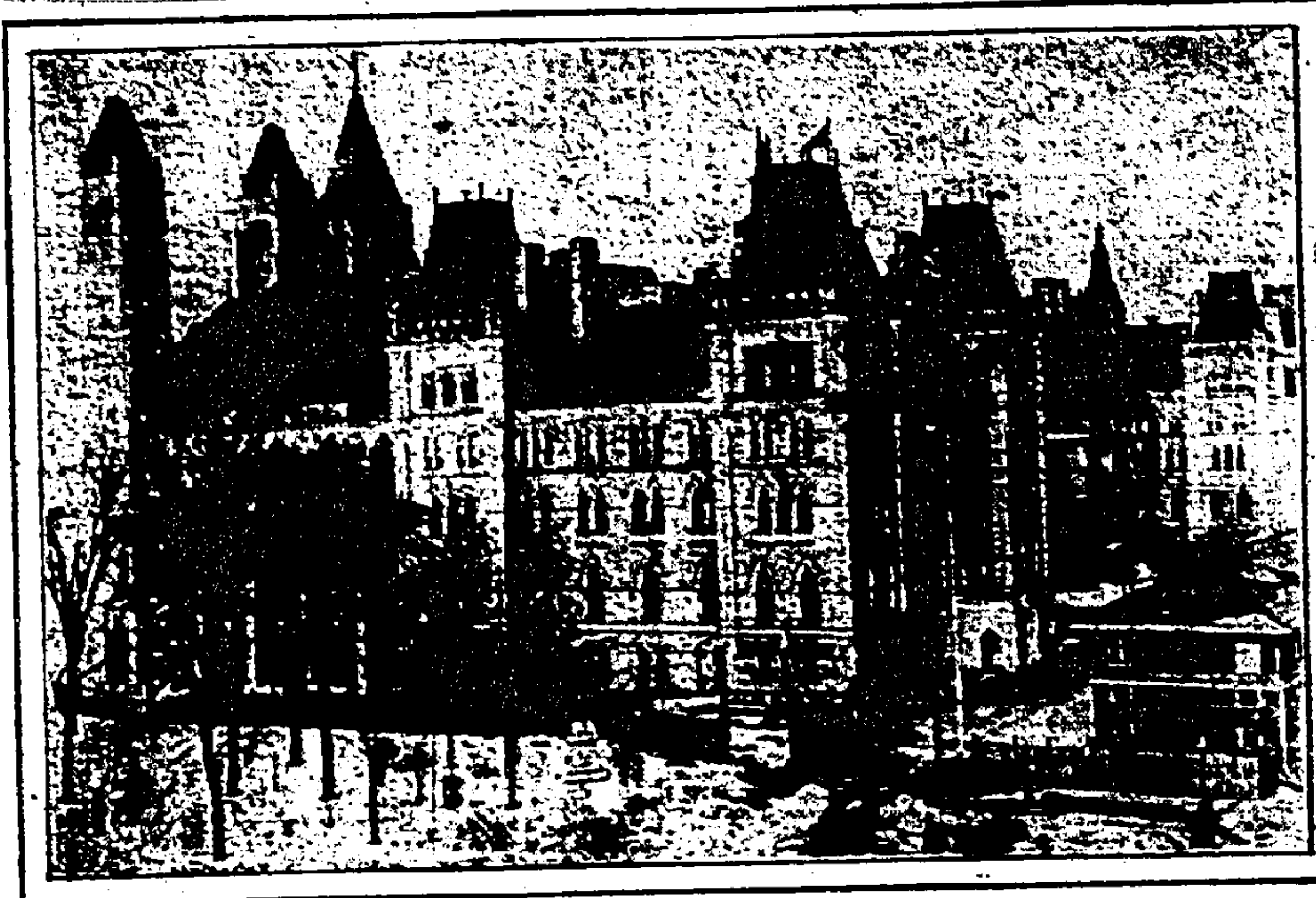
The R. M. S. MONTAGUE left Vancouver for Hongkong via Japan ports, Shanghai on the 10th July and is due here on or about the 5th August.

TO-DAY'S PICTURES.



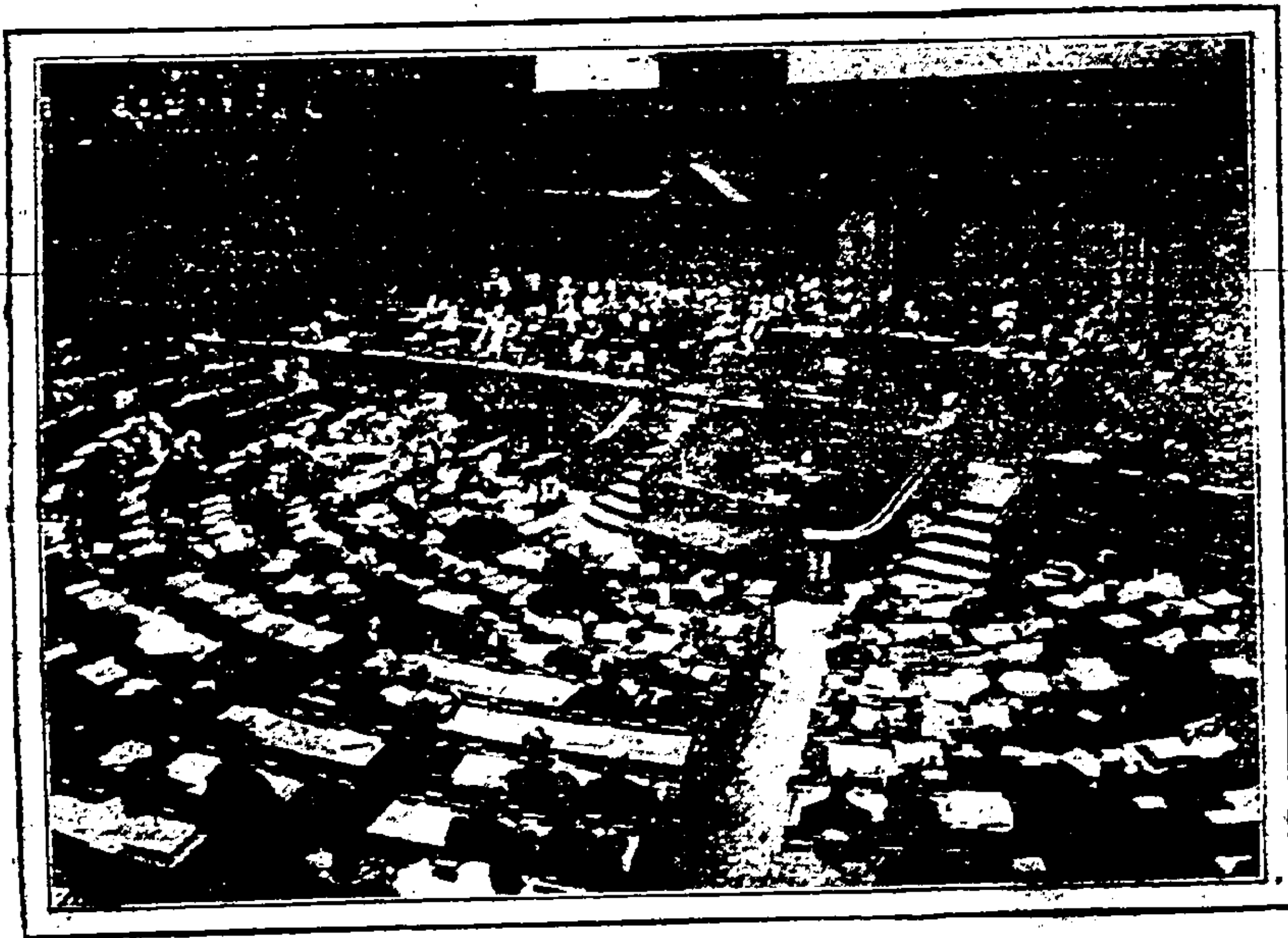
THE VANDERLIP PARTY.

Members of the Vanderlip party who have recently been on a visit to Japan. From left to right: (Standing) Dr. E. Mulligan, L. B. B. Davis, Henry Taft, Dr. J. Schurman, Frank A. Vanderlip, Lyman Gage, S. Cromwell, George Eastman, and Mrs. Henry Taft. (Seated), left to right: Harry E. Benedict, Mrs. S. Cromwell, Mrs. J. Schurman, Mrs. L. B. Davis, Mrs. F. A. Vanderlip, and Miss Narcissa Vanderlip.



CANADA'S NEW PARLIAMENT BUILDING.

The new building which has been reared on the spot where the first building was burned is one worthy of the Great Dominion of Canada.



GERMAN REICHSTAG IN SESSION.

A recent photograph of a sitting of the German Parliament.



SIR AUCKLAND AND LADY GEDDES.

Sir Auckland, the new British Ambassador to Washington and his wife, Lady Geddes, photographed on the U. S. cutter after they were transferred from the s.s. Kaiserin Augusta Victoria, while that steamer was in New York Bay.



POCKET WIRELESS.

A walking stick, a telephone receiver and contraption like a book without leaves is the portable wireless receiving set of Captain Hyde A. Denisthorpe of the British Royal Radio Co. With an aerial held above his head on the cane the captain is able to receive messages from Paris and English stations.

DOINGS OF THE DUFFS

Tom tries To Be the Ideal Son-in-law

BY ALLMAN



